



FAA Airports

Public Comments on Draft FAA Order 5100.38D, Airport Improvement Program Handbook

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March 18, 2013

Mr. Benito DeLeon
Director
Office of Airport Planning and Programming (APP-501)
Federal Aviation Administration
800 Independence Avenue SW
Washington DC 20591

Sent Via E-mail

**Re: Airport Consultants Council (ACC) Comments Regarding Draft FAA Order 5100.38D
- Airport Improvement Program Handbook**

Dear Ben,

Thank you for the opportunity to review and provide comments on the FAA's Draft Order 5100.38D, Airport Improvement Program Handbook. The process of updating this critical Order was complex and difficult, and we thank you for undertaking this important effort.

ACC solicited comments from its membership. The attached document provides a consolidated summary of the comments we received. If you have any questions regarding a specific comment in the matrix, let me know and I can direct you to the appropriate person that submitted the recommendation.

Please let me know if you have any questions.

Sincerely,



T.J. Schulz
Executive Vice President
Airport Consultants Council

Attachment



**FAA
Airports**

AIRPORT CONSULTANTS COUNCIL - AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
T.J. Schulz	ACC – 703-683-5900					
		All	N/A	Format	Excellent format with easy to use tables. However, the document at times seems like a sea of yellow with all the yellow table headings.	Suggest using different shades of color for table headings to help distinguish Chapters from each other, or the Appendices from the main body of the Handbook. This will help persons more easily refer to areas of the Handbook.
		All	All	Conceptual	The language and requirements remove much of the decision making from the ADO's and give it to the Regions and HQ. This may not serve FAA Airports Division customers (individual airport sponsors) in the best manner.	The ADO staff have much more knowledge and understanding of the needs and special requirements of each sponsor and should be given the freedom and autonomy to make technical and funding decisions as long as they do it within the general intent and parameters of the legislation.
		All	All	Conceptual	The general tone of the document can be considered negative. This document communicates and provides information re: why something can't be done instead of communicating how a project can	Similar to the above comment we do not believe this approach is best to serve the FAA Airport Division customers (airport sponsors).

AIP DRAFT HANDBOOK COMMENT FORM

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T.J. Schulz	ACC – 703-683-5900					
					be done within the boundaries of requirements.	
		3-10	3-10	Conceptual	The paragraph states that military aircraft are not to be considered for determining operations of a critical aircraft to justify a project. This is unreasonable for many sponsors that have joint-use agreements with different branches of the military. In many of these cases, the most demanding aircraft for pavement geometrics and strength design is a military aircraft. The military will not support these projects financially. I believe this is because two federal agencies by statute cannot both support the same program.	Eliminate the sentence regarding military and federally owned aircraft or change it to say that they can be considered as annual operations for determination of the critical aircraft.
		3-13	3-14	Conceptual	The FAA reserving the right to require a BCA for any AIP project, regardless of type, is an unreasonable uncertainty for a sponsor trying to develop their airport.	Remove paragraph.
		3-17	3-19	Editorial	Although it is correct for projects	With that in mind, the following

AIP DRAFT HANDBOOK COMMENT FORM

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T.J. Schulz	ACC – 703-683-5900					
					<p>involving AIP funding, it doesn't say anything about projects at airports that have received funding for earlier projects, but that are now only requesting FAA approval to modify an ALP. This issue continues to exist even though FAA Order 5050.4B addressed it in 2006 (i.e., Paragraph 9.g.(1) discusses funding as a Federal action while paragraph 9.g.(3) informs users that NEPA compliance is required when a sponsor requests approval of an ALP change not involving AIP funding).</p>	<p>change to the draft language in Section 3-19 is suggested.</p> <p>“Per 49 USC§ 47106(c), any airport project funded with AIP funds requires an environmental finding (Categorical Exclusion, Finding of No Significant Impact, or Record of Decision) prior to initial programming. In addition, FAA requires an environmental finding for proposed changes to an ALP that do not involve AIP funding, if the sponsor has received AIP funding for earlier projects at the airport. The requirements for environmental findings are included in paragraphs 2, 9.g.(1), 9.g(3), and 201.b of the current version of FAA Order 5050.4, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects.</p> <p>Per FAA policy, the ADO must not program a project until the environmental finding is complete.”</p>
		3-18	3-22	Conceptual	A requirement for Mod to Standards for any change to a FAA	Revise language to allow some amount of flexibility to the Engineer

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T.J. Schulz	ACC – 703- 683-5900					
					standard construction specification does not serve Sponsors very well. Consultants have consistently made improvements to the standard specs in the best interest of Sponsor, in areas where the specifications are out of date or when the best available methods are lacking. There should be some degree of freedom for the Engineer of Record to make changes to specifications in the Sponsor's best interest, without making material changes that increase the cost of the project.	of Record.
		3-31	3-41	Conceptual	The term “competitive negotiation” is curious when applied to Engineered Materials Arresting System (EMAS) as there is only one manufacturer. It would appear that this is not “competitive”. There are instances when an item may be noncompetitive because there are no other manufacturers generally due to the low profit to investment cost.	It would be better to just say something like, “until there are other manufacturers, EMAS may be purchased from the sole manufacturer” in the first sense rather than labor over calling it something it is not. This is an important distinction as it gives “cover” for airports to procure the items on a sole source basis until there are other manufacturers and is permitted under the grant regulations.

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T.J. Schulz	ACC – 703- 683-5900					
		3-37	3-52	Conceptual	Last paragraph of this section states that sponsors are prohibited from using sponsor-furnished materials or supplies against the sponsors share of the grant. This does not seem reasonable. If a project has a need for a material or supply that would otherwise be paid for as part of the project, it appear reasonable that the value of that material or supply would be a legitimate expense to the project and be an eligible cost whether purchased by a contractor or furnished and supplied by the sponsor.	Rewrite to permit sponsor-furnished and supplied materials to be allowed and can be used against sponsor's share of the grant.
		3-46	Table 3-41	Conceptual	Additional engineering and/or construction oversight costs required as a result of audits have been determined not to be allowable AIP costs by some FAA offices.	The Handbook should clarify that engineering costs are allowable when required for services in conjunction with a project audit and if the services would not have normally been expected to be rendered as part of project execution.
		3-52	3-73	Conceptual	The Handbook needs to make clear whether or not land appraisals can be standalone grants. Some sponsors need upfront federal	If the law allows it, recommend the Handbook indicate under what circumstances FAA will fund land appraisals as a standalone grant.

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T.J. Schulz	ACC – 703-683-5900					
					assistance for land appraisal costs and sometimes need to address this cost in the year prior to the actual land acquisition. This is especially true for non-primary airports with limited funding. The law and FAA policy are unclear whether or not this can be funded as a standalone grant.	
		3-55	3-75	Conceptual	Contractors sometimes choose to let the airport sponsor retain lighted X's after project completion. Although sponsors cannot require contractors to do this, sponsors should be permitted to accept them and use them in the future. FAA offices are inconsistent in their policies.	Recommend the Handbook note that sponsors may accept and use lighted X's that contractors choose to give them at the end of projects.
		4-19	4-7	Editorial	The Handbook is not clear that once funds are obligated within a grant, the expiration of funds no longer applies as indicated. Table 4-6 may mislead those not familiar with grant obligations.	Recommend the word 'allocated' be changed to 'appropriated'. Also, make note in Table 4-6 that funds are available for the duration of the specific grants in which they have been obligated.
		A-7	Table	Conceptual	Under definitions in Table A-1,	Since revenue producing aeronautical

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T.J. Schulz	ACC – 703-683-5900					
			A-1		hangar is narrowly defined. It appears to recognize that a hangar can be for maintenance in practice but those are revenue producing.	support facilities are eligible at non-primary airports, the definition should add, “for the purposes of revenue producing aeronautical facilities at non-primary airports, a hangar can also mean a building for the repair for aircraft.”
		C-1	Table C-1, Example (7)	Conceptual	This paragraph is too restrictive. Redesign scenarios could arise for many reasons other than a change in the advisory circulars. For example, often plans are split into bid alternates at the request of the ADO because of funding limitations. Should the alternates not be funded, the repackaging of the plans and specifications at a future date should be eligible for funding in order to complete the project.	Rewrite the statement to make it less restrictive.
		C-12	TABLE C-6, (4)	Editorial	Under Order 5100.38D guidance, funding for Airport Geographic Information System (GIS) is only eligible under a larger planning or development project. Can you please clarify what constitutes a large planning or development	Rewrite to clarify statement and provide additional information on what projects qualify.

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T.J. Schulz	ACC – 703- 683-5900					
					project and will this require APP-400 approval? This explanation seems vague and does provide the reader with a source to gain additional information from.	
		D-1	D-2	Conceptual	Until the infrared signature matter is solved, this policy of ineligibility is very hurtful to most of the AIP funded airports which are not used by aircraft with heads-up displays nor seldom, if ever, with night vision goggles.	Revise language to limit the prohibition to only primary commercial airports and military airports.
		E-2	Table E-1, (d)	Editorial	According to Order 5100.38D, it appears that funding for a Narrative Report and Airport Layout Plan is only allowable with an associated triggering event. However, as described under AC 150/5070-6B Airport Master Plans, “An ALP drawing set update is an appropriate alternative to a full master plan whenever the fundamental assumptions of the previous master plan have not changed. If there have not been any major changes in airport activity or improvements	Rewrite to clarify statement and provide additional information on eligibility requirements.

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T.J. Schulz	ACC – 703- 683-5900					
					that have had unanticipated consequences, a master plan update is not necessary. Another situation where only an ALP update would be appropriate is the examination of a single development item, such as runway safety area improvements.” Is it the intent of the FAA to change the justification for preparing a Narrative Report and Airport Layout Plan to only those instances where a triggering event occurs?	
		K-1	Table K-1	Editorial	Table K-1 is not clear as to what is meant by initial takeover.	Recommend Table K-1 be made clearer. If the intent is to address the ATO takeover of certain items such as ALS and RVR that are funded subsequent to the takeover of an AIP funded ILS, then state so.
		K-1	Table K-1, b	Conceptual	More today than ever before, an airport must sometimes because of funding limitations build the ALS separately from the GS, LOC, DME, RVR even though the design was done in the initial ILS package under AIP.	Revise language to allow takeover when the intent was to include the ALS along with the other components but funding is the only issue of not having the entire system built in one contract.

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T.J. Schulz	ACC – 703- 683-5900					
		K-2	K-5	Conceptual	As a part of our AWOS AV, Belfort provides an LED Obstruction light atop our tower. Do we/will we have to revert back to an incandescent OBS Light?	
		N-6	Table N-5	Conceptual	There are two areas in the terminal development that seem different from the past. One is that in Table N-5, Paragraph e, the description of “incidental use of public space for display, advertising” seems to limit the paragraph to non-hub primary airports. This sentence has appeared in prior versions of the Handbook to apply to all airports not just non-hub airports and predated the non-hub expanded language. The second applies to the definition of “revenue producing” eligibility for non-hub airports in the same table. The description uses the parenthetical “the part that the general public can actually access”. This is not supported by the law as it refers to “public use”.	In order for a space to be revenue producing as the law describes, it must have the adequate space to provide a product to sell. The product is still public use even if it is cooked in a kitchen or poured at a beverage area. There is no limitation on the term “revenue producing” whether it is a kitchen or an area behind the cash register for items for sale in a newsstand. The fact that the public does not have access for safety (or product security) reasons does not make the product any less public use. Areas that directly provide the product has always been considered eligible since the legislation was passed.

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T.J. Schulz	ACC – 703- 683-5900					
		Appen dix O		Conceptual	Acquiring AIP funding of revenue producing buildings and facilities have essentially been impossible in the past and the language in the draft does not appear to provide any significant change to that policy. The ADO's have consistently communicated that although these facilities are eligible, they will never be funded because there will always be higher priority projects desired by a sponsor in their CIP. As result the non-primary airport sponsors must use their entitlements for these projects first before utilizing them for an eligible revenue producing facility. It is our opinion Congress made these revenue producing facilities eligible in the legislation to allow small airport sponsors the ability to serve their communities better and also the revenue generated would help the sponsors be more viable financially. The current FAA policies as it relates to these types of facilities severely limits the opportunities for sponsors to take advantage of the opportunity that	Relax the current policies and include language in this handbook which gives non-primary airport sponsors more opportunities to acquire funding for revenue producing building and facilities.

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T.J. Schulz	ACC – 703- 683-5900					
					Congress intended them to have.	
		R-5	Table R-3, (2)	Conceptual	Under the Order 5100.38D guidance, residencies may be eligible for sound insulation under Section R-9. Block Rounding that do not meet the exterior DNL 65 dB criteria but are located just beyond the contour boundary. The guidance does not identify an interior noise level requirement for those residencies, although one is vaguely provided on Page C-11. According to the guidance these residencies would be eligible for all allowable insulation measures listed under a standard noise insulation package. However, under Neighborhood Equity (R-10), residencies are limited to those improvement measures listed under Table R-3. Requirements for Neighborhood Equity, (2) Separate Package. Why are there limitations to allowable improvement measures for residencies under Neighborhood Equity, even though those residencies have to meet the	Rewrite to clarify statement and noise mitigation measure limitations.

AIP DRAFT HANDBOOK COMMENT FORM

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T.J. Schulz	ACC – 703- 683-5900					
					exterior DNL 65 dB criteria, but none under Block Rounding?	



April 3, 2013

Mr. Benito DeLeon
Director
Office of Airport Planning and Programming
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

Dear Mr. DeLeon:

Thank you for the opportunity to submit comments regarding draft Order 5100.38D, *Airport Improvement Program (AIP) Handbook*. Thank you for allowing us to submit comments after the March 18 deadline.

ACI-NA represents local, regional and state governing bodies that own and operate commercial airports in the United States and Canada. As you may know, ACI-NA's over 300 member airports enplane more than 95 percent of the domestic and virtually all of the international airline passenger and cargo traffic in North America. Nearly 400 aviation-related businesses are also members of ACI-NA, providing goods and services to airports.

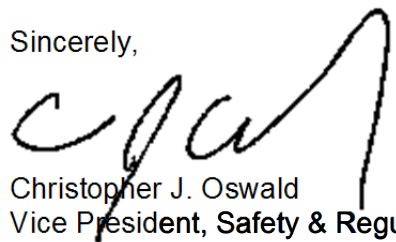
Our comments appear in the attached comment table. They were developed by ACI-NA staff, our member airports, and World Business Partners. We have also encouraged our members and World Business Partners to submit their comments to you directly.

As noted in the comment table, we also have outstanding questions regarding FAA Program Guidance Letter (PGL) 12-09, "Eligibility and Justification Requirements for Noise Insulation Projects". Since the provisions from the PGL have been incorporated into the draft AIP Handbook, we felt it was appropriate to reiterate them in this submittal. Our questions regarding the PGL are attached following the comment table.

* * * * *

ACI-NA appreciates this opportunity to submit comments regarding Order 5100.38D. If you have any questions, please contact us via e-mail at either coswald@aci-na.org or mcornelius@aci-na.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'CJ Oswald', written over the printed name.

Christopher J. Oswald
Vice President, **Safety & Regulatory Affairs**

Cc: Elliott Black, FAA
Matthew J. Cornelius, ACI-NA

Enclosures



FAA Airports

ACI-NA COMMENTS—DRAFT AIP HANDBOOK

Reviewer	Reviewer Org & Phone#	Page#	Para#	C, E, or F	Comment/Rationale	Recommended Change/Proposed Rewrite
Chris Oswald	ACI-NA, 202.293.4539	General	n.a.	C	Notwithstanding other specific comments submitted from ACI-NA member airports, the reorganization of the draft Order is a substantial improvement over the current relatively disorganized order. Although there is room for additional improvement (see additional comments below), the indexes and tables of contents/figures are much clearer and usable than the current version of the Order.	Not applicable
Chris Oswald	ACI-NA, 202.293.4539	1-6 to 1-7	1-19	E	Given the extensive table of contents at the beginning of the Order, this paragraph and associated tables are redundant.	Recommend deleting this paragraph and associated tables.
Chris Oswald	ACI-NA, 202.293.4539	2-1 to 2-4	Tables 2-1.b & c and 2-2.b & c	E	Separate rows for (1) sponsors that are not currently airport owners, but in planning stages of acquiring an airport and (2) sponsors that are not currently airport owners, but have completed planning are unnecessary.	Recommend combining these rows.
Barbara Wells	Port Authority of New York & New Jersey, 212.435.3766	2-3	a.	C	Add reduce delays	Add: reduce delays to advance AIP policy, see page 3-8 (1)
Jim Foster	Gulfport-Biloxi Int'l Airport, 228.863.5951	2-3	Table 2-2 a.	E	Land acquisition should be called out as airport development	This would clarify land acquisition as an eligible project
Barbara Wells	Port Authority of New York & New Jersey, 212.435.3766	2-5		E		j should be i
Chris Oswald	ACI-NA, 202.293.4539	2-5	2-4	E	Second sentence has an unnecessary "the" preceding the term "grant assurances".	Delete the extraneous "the".
Chris Oswald	ACI-NA, 202.293.4539	2-6 to 2-9	Table 2-4	E	This table duplicates much of the content in Table 2-3.	Recommend combining Tables 2-3 and 2-4 (or put another way, simply use Table 2-4) rather than repeat content twice.

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Reviewer	Reviewer Org & Phone#	Page#	Para#	C, E, or F	Comment/Rationale	Recommended Change/Proposed Rewrite
Barbara Wells	Port Authority of New York & New Jersey, 212.435.3766	2-8				i should be h, k should be i
Chris Oswald	ACI-NA, 202.293.4539	2-9 to 2-12	2-5 and Tables 2-5 and 2-6	E	This paragraph and associated tables would be more appropriately titled "When Grant Assurances Apply", since some of the events do not have durations (e.g., must be met before a grant is issued").	Recommend retitling the paragraph and associated tables as suggested.
Barbara Wells	Port Authority of New York & New Jersey, 212.435.3766J	2-16	e.	C	Are you discussing State Block Grants?	
Jim Foster	Gulfport-Biloxi Int'l Airport, 228.863.5951	2-18	2-9	E	The term "best equipped" needs to be defined	This is a subjective determination
Chris Oswald	ACI-NA, 202.293.4539	3-2 to 3-3	Table 3-2	E	Inclusion of the full list of appendices listing is repetitive and unnecessary.	Recommend deleting table or alternatively including only relevant appendices (i.e., project requirements tables) in it.
Chris Oswald	ACI-NA, 202.293.4539	3-3	3-5	C	We question whether safety and security are the only criteria upon which other pieces of equipment can be made eligible by ARP. Aren't other rationale—including capacity/efficiency or standards compliance—allowable as well?	Please confirm that safety or security are the only criteria that can be used by ARP (whether AAS-1 or APP-1) in justifying the eligibility of equipment not explicitly listed as being AIP eligible.
Jim Foster	Gulfport-Biloxi Int'l Airport, 228.863.5951	3-5	Table 3-3 d.	E	Confusing sentence.	Revise the sentence to read, "Replacement is building a complete new facility or obtaining a whole new piece of equipment to replace a piece of equipment that..."
Jim Foster	Gulfport-Biloxi Int'l Airport, 228.863.5951	3-6	Table 3-4 j.	E	What is "fixed public-use seating"? This is confusing.	Is this built in seating or just typical terminal seating? Please clarify
Chris Oswald	ACI-NA, 202.293.4539	3-8	3-7	C	It would be helpful to have a short table that describes the major differences in project eligibility for AIP and PFCs.	Provide table or matrix listing the major differences between PFC and AIP eligibility criteria.
Chris Oswald	ACI-NA, 202.293.4539	3-8	Table 3-5.(1)	E		Recommend including a reference to Paragraph 1-10 of the Handbook when describing AIP policy areas.

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Barbara Wells	Port Authority of New York & New Jersey, 212.435.3766	3-9	3-9	C	The paragraph states "...if the project meets the <i>eligibility</i> and justification (page 3-8, table 3-5) requirements outlined in this Handbook. Where are eligibility requirements defined?	Please provide reference to where eligibility requirements can be found.
Chris Oswald	ACI-NA, 202.293.4539	3-9	Table 3-7.a, b, & d	E		Recommend inserting the phrase "Project to address" before the text in each of these paragraphs (e.g., "Project to address a 14 CFR Part 139 violation.")
Chris Oswald	ACI-NA, 202.293.4539	3-10	3-10	E	The reference to FAA guidance regarding critical aircraft designation is vague.	Please include more specific references to FAA guidance regarding critical aircraft specification (e.g., document title and web link). FAA may also want to consider including this guidance as an appendix to the AIP Handbook.
Chris Oswald	ACI-NA, 202.293.4539	3-10	3-11	C	To avoid confusion in the paragraphs regarding benefit cost analyses (BCAs) that follow, the FAA should clearly state that the minimum useful lives discussed in Paragraph 3-10 are used as an initial test to determine funding eligibility for replacement/reconstructed facilities and equipment and <i>not</i> for purposes of establishing "project life" in BCAs.	Add text clarifying that the minimum useful lives described in Table 3-8 do not represent "project lives" for use in BCAs.
Emily Underhill	Lee County Port Authority, 239.590.4601	3-15	3-16	E	Please clarify if the design project has to have the airspace approval prior to starting design. Typically during design, the sponsor submits an airspace submittal for construction at 60% when specific construction data has been determined.	
Chris Oswald	ACI-NA, 202.293.4539	3-18	3-21b	C	The FAA needs to clearly define the term "clear approaches". There is currently significant confusion in the industry regarding what constitutes a "clear approach". For example, must new policies declared in AC 150/5300-13A regarding runway protection zone clearance—including removal of public rights of way—be met? What about clearance of one-engine inoperative surfaces? Terminal instrument procedures surfaces for prospective, but not committed NextGen flight procedures? We also note that there is no definition of the term "clear approaches" in AC 150/5300-13A.	Provide a clear definition of "clear approaches" and review this definition with key stakeholders before final publication.

AIP DRAFT HANDBOOK COMMENT FORM

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Emily Underhill	Lee County Port Authority, 239.590.4601	3-18	3-21d	C	If the sponsor has completed the project design, the ADO should not require the sponsor to meet the revised standards. If the sponsor is required to meet the revised standards it would add design costs and delay the construction phase.	If a project has completed design, the ADO will not require the sponsor to meet the revised standard.
Jim Foster	Gulfport-Biloxi Int'l Airport, 228.863.5951	3-18	3-21 d.	C	Places the onus of compliance entirely on the sponsor	We would prefer a statement that created the appearance, at least, of a cooperative effort.
Emily Underhill	Lee County Port Authority, 239.590.4601	3-22	3-27	C	If the ADO reviews the plans and specifications and engineer's report, the ADO should be required to issue a response. The sponsor should not assume silence is consent. In addition, if the ADO does not comment during approval of the plans and specs submittal, they should be prohibited from enforcing changes in the future.	
Chris Oswald	ACI-NA, 202.293.4539	3-24	Table 3-20	E	All of the "actions" listed in the table aren't really actions.	Recommend relabeling the first column of the table "For the following situation..."
Chris Oswald	ACI-NA, 202.293.4539	3-24	Table 3-20	E	All of the "actions" listed in the table aren't really actions.	Recommend relabeling the first column of the table "For the following situation..."
Emily Underhill	Lee County Port Authority, 239.590.4601	3-26	3-31	E	How often will the ADO review be required (with each scenario, specific time intervals, etc.) as more than one situation can occur in a short time frame?	
Emily Underhill	Lee County Port Authority, 239.590.4601	3-28	3-37	C	It is not feasible for the sponsor to issue two contracts for one construction project.	
Emily Underhill	Lee County Port Authority, 239.590.4601	3-30	3-38	C	It is not feasible for the sponsor to issue two contracts for one project.	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	C, E, or F	Comment/Rationale	Recommended Change/Proposed Rewrite
Chris Oswald	ACI-NA, 202.293.4539	3-31	3-40	C	The document provides only limited guidance regarding the use of alternate project delivery approaches such as design-build (D-B), construction management at risk (CM@R), and hybrid methods. In particular, the Order does not discuss how federal statutes, procurement regulations, and contracting rules may limit the applicability/benefits of these delivery methods. These include restrictions or outright prohibitions on the AIP eligibility of escalation clauses, early completion bonuses, and contingencies; limits on the extension of construction services task order contracts beyond one year; and certain procurement requirements.	We suggest that the FAA provide additional discussion of the hurdles that alternate project delivery approaches face in the event that AIP funding will be sought for these projects. We also request that the FAA revisit its 2009 Draft Advisory Circular regarding Design-Build to elaborate on this guidance. Regarding the aforementioned challenges associated with utilizing alternative project delivery methods for AIP-funded projects, please refer to Appendix F of the ACI-NA/ACC/AGC Airport Owner's Guide to Project Delivery Systems .
Chris Oswald	ACI-NA, 202.293.4539	3-31	3-41	C	Additional information is needed regarding the "other factors" that should be considered in EMAS project proposals, particularly since we are aware of only one vendor that currently provides an EMAS product that meets both FAA performance requirements and procurement (i.e., Buy America) requirements.	Please enumerate the "other factors" that need to be considered in EMAS procurement.
Emily Underhill	Lee County Port Authority, 239.590.4601	3-32	3-42	C	If the ADO reviews the bid package, the ADO should be required to issue a response. The sponsor should not assume silence is consent. In addition, if the ADO does not comment, they should be prohibited from enforcing changes in the future.	
Emily Underhill	Lee County Port Authority, 239.590.4601	3-37	3-51	C	Please provide a better definition of "task order contracts for construction services" - does this apply to any and all individually let construction contracts or rather continuing contracts that span a duration whereby multiple task assignments are issued against it?	
Chris Oswald	ACI-NA, 202.293.4539	3-43	3-58	C	As stated, it appears that BCA costs are only allowable within the context of grant formulation activities. We believe, and the historical context supports, these costs being allowable within the context of planning activities as well.	Modify the paragraph to state that BCA costs are allowable as either planning or grant formulation costs for specific projects.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	C, E, or F	Comment/Rationale	Recommended Change/Proposed Rewrite
Chris Oswald	ACI-NA, 202.293.4539	3-44	3-61	C	Data acquisition/subscription costs for information critical to planning or construction activities at airports are a growing concern. Such data ranges from physical survey data, to safety data, to air traffic operational data. Although this paragraph doesn't directly address data, it does come closer to the topic than other paragraphs in the Handbook.	We recommend adding a new paragraph after paragraph 3-61 that specifically addresses the eligibility of data acquisition costs for airport planning, design, and construction activities.
Emily Underhill	Lee County Port Authority, 239.590.4601	3-45	3-64	C	The sponsor would like to construct stand-alone energy efficiency improvement projects to add alternative energy sources and needs AIP funding to fund these projects.	
Jim Foster	Gulfport-Biloxi Int'l Airport, 228.863.5951	3-55	3-75	C	From a process standpoint it is easier to have the contractor purchase the equipment and turn it over rather than have two procurement actions.	Allow certain airport specific equipment purchases to be included in contracts. Also see Table C-1
Jim Foster	Gulfport-Biloxi Int'l Airport, 228.863.5951	4-2	Table 4-1	E	We believe the new format is generally an improvement; however, the chart in the old Handbook is more useful in this case.	Use the chart in the old Handbook
Jim Foster	Gulfport-Biloxi Int'l Airport, 228.863.5951	4-8	Table 4-3	E	We believe the new format is generally an improvement; however, the chart in the old Handbook is more useful in this case.	Use the chart in the old Hand book
Emily Underhill	Lee County Port Authority, 239.590.4601	5-4	5-4	E	Please clarify the type of DBE plan that needs to be submitted.	
Jim Foster	Gulfport-Biloxi Int'l Airport, 228.863.5951	5-27	Table 5-17	C	Removes discretion from the ADO to make payments with 10% of the federal share remaining. This puts undue hardship on Airports to float these funds waiting on reimbursement. Unlike the federal government, Airports can't print money	Give the ADO discretion to approve payments with 10% of the federal share remaining. Also see Page 5-47, Table 5-33 for the same issue.
Barbara Wells	Port Authority of New York & New Jersey, 212.435.3766	5-29	5-45	C	While I understand why the final 10% is withheld without close out documents, I disagree with the 10%. Our contract retainage is reduced to 5% at the end of the contract, and this is the amount that should be withheld.	Reduce the last 10% to 5%.
Barbara Wells	Port Authority of New York & New Jersey, 212.435.3766	A-4		C	Missing definition	Add Block Grant definition

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	C, E, or F	Comment/Rationale	Recommended Change/Proposed Rewrite
Matt Cornelius	ACI-NA, 202.293.8500	A-4		C	There is no definition provided for “Based Aircraft”.	Please provide a clear definition of the term “based aircraft” and allow key stakeholders the opportunity to review the definition before final publication.
Chris Oswald	ACI-NA, 202.293.4539	A-5		C	As mentioned previously, a clearer definition and/or document reference is needed for “Critical Aircraft”	Provide clearer definition or document reference.
Barbara Wells	Port Authority of New York & New Jersey, 212.435.3766	A-13		C	Missing definition	Add State Block Grant definition
Barbara Wells	Port Authority of New York & New Jersey, 212.435.3766	C-4	3	C	Buildings that store ineligible items are ineligible	Buildings for ineligible aircraft deicing equipment, vehicles and fluids.
Barbara Wells	Port Authority of New York & New Jersey, 212.435.3766	C-4	6	C	Ambiguous	... not an eligible facility at that airport for storing ineligible airfield deicing materials, ...
Barbara Wells	Port Authority of New York & New Jersey, 212.435.3766	C-6	28	C	Isn't logical. Obstruction removal is ineligible if it is in an obstruction plan that was not AIP funded?	Obstruction removal should be eligible regardless of how it was found.
Chris Oswald	ACI-NA, 202.293.4539	C-11 and Appdx. R	Table C-5.(11) R-6, and R-8	C	ACI-NA and our member airports have a number of questions and concerns regarding the Residential Sound Insulation Program Guidance Letter (PGL12-09). Item 11 in Table C-6, as well as several provisions in Appendix R. We respectfully request that the FAA address these comments and questions fully before finalizing the draft AIP Handbook.	Please address ACI-NA comments and questions regarding PGL 12-09, which is included as an attachment to this submittal.
Chris Oswald	ACI-NA, 202.293.4539	C-12	Table C-6.(7)	C	Additional information is needed regarding what constitutes an “ALP that has not been kept current by the sponsor”. For example, does this mean all of the sheets in an ALP set or only the airport layout drawing?	Please provide additional clarification regarding the definition of a “current ALP”.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	C, E, or F	Comment/Rationale	Recommended Change/Proposed Rewrite
Chris Oswald	ACI-NA, 202.293.4539	C-12	Table C-6.(8)	C	<p>Benefit-cost analyses (BCAs) are often undertaken as part of airport master plans or other facility-specific efforts to assess alternatives and ensure that projects are economically justified. Such BCAs should be eligible for AIP funding and their reimbursement should not be contingent on the BCA showing that “the project is economically viable”. (We also note that the purpose of BCAs is not to demonstrate “economic viability”, but rather to demonstrate that a particular investment will generate societal benefits that exceed its costs. The two are not necessarily related.)</p> <p>Although Item 8 deals specifically with “stand-alone” BCAs, it could easily be misinterpreted as applying to BCA efforts that are necessarily and appropriately undertaken in such broader planning efforts.</p>	Please add text explaining that BCAs undertaken in airport planning efforts for purposes of alternatives analysis and project justification assessment are eligible for AIP funding via planning grants and that such costs can be reimbursed in the same manner as other planning costs.
Chris Oswald	ACI-NA, 202.293.4539	C-13	Table C-6.(14)	C	Software or subscription services for Safety Management System <i>manual and implementation plan development</i> should be eligible for AIP funding in the same manner that airport GIS software and subscription services applied under a planning grant are.	Please reconsider the decision to make SMS software used during SMS manual and implementation plan development ineligible for AIP funding.
Jim Foster	Gulfport-Biloxi Int'l Airport, 228.863.5951	J-1	J-5	C	We believe this issue has been rectified and LED lights are now allowable	See Program Guidance Letter 12-02 dated March 5, 2012.
Chris Oswald	ACI-NA, 202.293.4539	N-1	N-2	C	Does the phrase “within the boundaries of the airport” mean “on property owned by the airport operator” or is it meant to imply that eligible terminal facilities need to be on property that is contiguously-located with airfield facilities?	Please clarify the definition of “within the boundaries if the airport”.
Jim Foster	Gulfport-Biloxi Int'l Airport, 228.863.5951	Q-4	Table Q-4	C	Land for future airport development appears to be omitted. This oversight will cause tremendous loss in value of landlocked airports and dramatically increase cost by delaying acquisition of available land.	Use the language provided in the existing AIP Handbook to include the provision allowing the acquisition of land for future airport development.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	C, E, or F	Comment/Rationale	Recommended Change/Proposed Rewrite																	
Chris Oswald	ACI-NA, 202.293.4539	U-12 to U-13	Table U-9, Item (3)	C	The discussion of types of competitive proposals is confusing regarding when qualifications-based and price-based competitive proposals are appropriate or necessary.	<p>Please clearly describe the conditions under which qualifications-based and price-based competitive proposal are to be used. A matrix showing the delivery methods on one axis and the allowable selection methods on the other axis would be one way to provide such clarification. See below for an example:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th rowspan="2" style="width: 25%;">Service type/delivery method</th> <th colspan="2" style="width: 75%;">Selection method</th> </tr> <tr> <th style="width: 25%;">Qualification-based</th> <th style="width: 25%;">Price-based</th> </tr> </thead> <tbody> <tr> <td>Construction/ design, bid, build</td> <td></td> <td style="text-align: center;">X</td> </tr> <tr> <td>Construction/ design-build</td> <td></td> <td></td> </tr> <tr> <td>Construction/ construction management at risk</td> <td style="text-align: center;">X (Design and construction management firms only)</td> <td style="text-align: center;">X (Construction contractors)</td> </tr> <tr> <td>Professional services</td> <td style="text-align: center;">X</td> <td></td> </tr> </tbody> </table>	Service type/delivery method	Selection method		Qualification-based	Price-based	Construction/ design, bid, build		X	Construction/ design-build			Construction/ construction management at risk	X (Design and construction management firms only)	X (Construction contractors)	Professional services	X	
Service type/delivery method	Selection method																						
	Qualification-based	Price-based																					
Construction/ design, bid, build		X																					
Construction/ design-build																							
Construction/ construction management at risk	X (Design and construction management firms only)	X (Construction contractors)																					
Professional services	X																						



OUTSTANDING QUESTIONS: FAA PROGRAM GUIDANCE LETTER 12-09

ACI-NA appreciates the opportunity to submit the following questions regarding the FAA Program Guidance Letter (PGL) 12-09, "Eligibility and Justification Requirements for Noise Insulation Projects". This is a complex and technical issue, and has the ability to significantly impact many airport sponsors' sound insulation programs. As such we would like clarification on all requirements of the PGL to ensure that further changes to these programs – and subsequent negative impacts to the community - are avoided. As it is currently written, the PGL does not fully address acoustic testing protocol. These questions highlight some areas that require more detailed information from the agency.

QUESTIONS

1. How many (or how few) homes are together considered a "category" for testing purposes? In other words, is there some minimum number of homes that must comprise a category if architectural styles in a particular neighborhood vary widely? [Table R-4(c)(1-2)].
2. Is there a limit to the number of different housing categories that a sponsor may define? [Table R-4(c)(1-4)].
3. What percentage of homes in a certain category must meet the interior noise eligibility threshold of 45 decibels or higher for the whole category of homes to qualify for treatment?
4. How should sponsors account for different furnishings (for example rugs, window treatments) in homes that may affect acoustic testing results?
5. If special circumstances, such as a homeowner requesting testing are allowable, is the cost of testing grant reimbursable [Table R4 (e)(1)]?
6. How does FAA plan to assist airports with community communication regarding these requirements that in many instances will result in a significant reduction in the number of homes eligible to receive sound insulation treatment?
7. What does FAA plan to do if pre-treatment acoustic testing results in the *average* interior noise of a home to be below 45 dB, but bedrooms are individually found to be at or above 45 dB? Will FAA allow the testing of one room rather than an averaging?



AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

601 Madison Street ■ Suite 400 ■ Alexandria, VA 22314 ■ 703/824/0500 ■ Fax 703/820/1395 ■ www.aaae.org

March 15, 2013

Mr. Frank San Martin
Manager, Airports Financial Assistance Division
Office of Airport Planning and Programming
Federal Aviation Administration
800 Independence Ave, NW
Room 619
Washington, DC 20591

Dear Mr. San Martin,

AAAE appreciates the opportunity to comment on FAA Order 5100-38, Airport Improvement Handbook. While this is an internal order, any changes to the implementation of Airport Improvement Program (AIP) funding have broad impacts on all segments of the airport community.

About AAAE

AAAE is the world's largest professional organization for airport executives, representing thousands of airport management personnel at public-use commercial and general aviation airports.

General Comments

We thank the agency for its hard work to rewrite and update this important tool widely used by FAA employees, airports and other industry entities to implement the AIP. Overall, we applaud the new format of the AIP Handbook, finding the document much more user-friendly than the previous version. Our membership appreciates the ability to find implementation guidance all in one place, eliminating the need for extensive cross-referencing. The tables of specific eligibility by topic are especially useful.

While the increased level of detail provided in the publication is very helpful, we ask that the FAA continues to keep in mind that each airport is unique and no two projects are alike. We hope that the Airport District Offices will work with airport sponsors within statutory limits to ensure the most flexibility possible in administering the requirements for grant projects. The end result will be a cost-efficient project that effectively serves the needs of an individual community.

Thank you again for the opportunity to provide comments to the Agency on behalf of our members.

Sincerely,

A handwritten signature in cursive script, reading "Melissa Sabatine", is written in black ink.

Melissa Sabatine
Vice President, Regulatory Affairs



Draft AIP Handbook Comments

Locke, Eric

to:

9-ARP-AIPHandbook

03/15/2013 03:33 PM

Hide Details

From: "Locke, Eric" <Eric.Locke@astronics.com>

To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

1 Attachment



draftAIPHandbookDCommentForm.doc

Please find the attached comments for your review.

Sincerely,

Eric Locke

Sales Manager

Airfield Lighting Products and NAVAIDS

Astronics DME Corporation

DME is a wholly owned subsidiary of Astronics Corporation

O: 954 975-2250

Fx: 954 979-3313

C: 954 296-2881

www.astronics.com

Please see our latest catalog on the link below:

<http://www.astronics.com/products/airfield-lighting/airfield-lighting.asp>

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**FAA
Airports**

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
The person making the Comment and the Recommended Change.				<p>(C) Conceptual: You disagree with the intent of what's said or implied or, you believe we omitted an important concept.</p> <p>(E) Editorial: You agree with the intent but believe our wording is unclear, ambiguous, or of the wrong tone.</p> <p>(F) Format: Comment on layout and organization and other format issues that are solely the responsibility of the authors. There is no need to identify deviations from the standard order format, typos or common spelling errors. They are being corrected as you review this Order.</p>	Explain your disagreement and give a rationale. Authors often fail to see the ambiguities that lead to readers finding unintended meaning. Having a reason behind a suggestion is not only useful for understanding the intent of the change, but also for helping us determine if your issue can be resolved in other ways.	
Eric Locke	Astronics DME Corp 954 975-2250	3-23	Table 3-19 c.	E	Would recommend that sole-sourced, etc. elements have written FAA approval prior to issuing a project for bid and that the written request and written approval along with	Add after the last sentence currently in Table 3-19 c. : “Such a proposal requires written FAA authorization prior to issuing any bids. The proposal and the FAA approval will accompany the bids

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					the allowance value be published with the bid documents to allow the industry to understand the selection and challenge the element if the rationale is not in keeping with the policy or the facts. This process is similarly addressed in Title 49 CFR part 18.36(d) but does not appear to address the disclosure of the request or the approval.	documents in the summary of terms and conditions. A predetermined allowance for the elements will be listed in the bid documents under allowance accounts and this amount will be inserted in the bid tabulation where the element is listed.
Eric Locke	same	K-1	K-2	E	Re-define ILS to include the usage of GPS/LP systems as ILS and ALS should eligible for AIP funds. Further ATO should be permitted to take over RVR or ALS that are added via AIP if the airport current has an FAA owned ILS.	...an AIP funded ILS project consisting of a localizer, GPS/LP system, glideslope....

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite



PLASI funding
Robert Uecker
to:
9-ARP-AIPHandbook
03/14/2013 04:28 PM
Hide Details
From: Robert Uecker <Robert.Uecker@belen-nm.gov>
To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

1 Attachment



AVG Certification.txt

I would like to express my experience and opinion of funding PLASI units for GA airports. We have had a PLASI unit in operation here for almost 10 years and consider it an extremely important safety device. It is the most economical solution to a glide slope indicator. It is the most easy to use and understand.

We are in the process of planning another runway and will most certainly use another PLASI there. Our airport environment is without much surrounding lights for height reference and the PLASI unit is an extremely important counter measure for these conditions.

Please, please do not cut funding for these units under the AIP program.

Thank you,

Robert Uecker

Airport Manager

Belen Alexander Airport

100 S. Main St.

Belen, NM 87002

Office, Cell, and Fax: 505-966-2650

"A mile of road takes you one mile, but a mile of runway takes you anywhere in the world"

viajes pacíficos

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Draft AIP Handbook Comments From - From City of College Park, Georgia

Gary Young

to:

9-ARP-AIPHandbook

03/18/2013 05:23 PM

Cc:

"Wanda Anderson"

Hide Details

From: "Gary Young" <Gyoung@collegeparkga.com>

To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

Cc: "Wanda Anderson" <wanderson@collegeparkga.com>

1 Attachment



draftAIPHandbookDCommentForm - Land Disposal - City of College Park, Georgia.doc

Please see the attached AIP Handbook Comment Form.

This is being submitted for Mayor Jack P. Longino, City of College Park, Georgia.

Please let us know if you have questions or concerns.

Best regards,

Gary Young

Director of Airport Affairs

Economic Development Project Manager

City of College Park, Georgia

Office: 404-669-9262

From: Gary Young

Sent: Monday, March 18, 2013 4:42 PM

To: 9-ARP-AIPHandbook@faa.gov

Subject: Draft AIP Handbook Comments - From City of College Park, Georgia

From:

City of College Park

3667 Main Street

College Park, GA 30337

Mayor Jack P. Longino

March 18, 2013

To:

FAA Office of Airports

Airport Planning and Programming

Routing Symbol APP-501

800 Independence Avenue SW, Room 619

Washington, DC 20591

On behalf of the City of College Park I write to you today to make you aware of our serious concerns regarding wording in the draft fourth edition of the Airport Improvement Program (AIP) Handbook,

issued for public comment by the Federal Aviation Administration in February 2013. As you may know, the City of College Park is located immediately adjacent to Hartsfield Jackson Atlanta International Airport (HJIA). Our community leaders strive to be proactive partners with our airport neighbor, particularly on issues pertaining to aviation noise abatement and land use planning. Because we wish to remain engaged in federal policy issues that may impact our community, we want to make you aware of our concerns with the following section:

“5-66. Disposal of Excess/Unneeded AIP Funded Land (and ADO/Sponsor Tracking).

49 USC § 47107(c)(2) requires a sponsor to promptly dispose of AIP funded land when the land is no longer needed for airport purposes. In this specific case, airport purpose includes land is needed for an existing or future aeronautical purpose (including runway protection zone) or that serves as noise buffer land.

If the ADO determines that the land is no longer need for these purposes, the sponsor has the choice of either selling or keeping the land for non-airport purposes. In either case, the sponsor must use the federal share of the fair market value on projects in the order of precedence listed in Table 5-38 per 49 USC § 47107(c)(4). This is done outside of the grant process and requires a land release approval from the ADO (see the current version of FAA Order 5190, FAA Airport Compliance Manual). The ADO must also review and approve or disapprove the sponsor’s choice of how to apply the funding prior to the funds being used for sponsor’s requested purpose.”

Historically, FAA guidance on AIP implementation and compliance was subsumed in the AIP Handbook and this order served as a comprehensive reference document not only for the FAA but also for the entire airport community, including affected local jurisdictions. We observe with some concern that this draft edition omits much of the detail included in previous editions. We note in particular Section 5-66 of the draft order states “APP-400 and ACO-100 maintain current guidance on the ADO and sponsor requirements for tracking and disposal of AIP acquired land.” This implies the detailed program guidance ultimately consolidated in previous versions of the AIP Handbook may no longer be incorporated in a comprehensive order. We are concerned that this dispersal, without even cross reference within the order to specific program guidance letters, may lead to less certainty among all stakeholders as to statutory and policy AIP program requirements.

We also are concerned that the airport community at large may not have the opportunity to comment on the presumably more detailed “guidance for tracking and disposal of AIP acquired land” yet to be issued and now outside the scope of the proposed AIP Handbook. We hereby specifically request that airport neighboring jurisdictions have the opportunity to comment on such guidance before it is finalized.

We believe, in particular, the proposed handbook text does not sufficiently explain the requirements of the grant assurance on disposal of lands acquired with AIP grant funds for noise compatibility reasons. Acquisition and disposal of these lands by an airport, particularly when the zoning and tax authority of a neighboring jurisdiction govern the lands, have significant implications for city planning. Further, prompt disposal by the airport sponsor of these differently situated noise lands may be complicated by the vagaries of local laws.

FAA guidance should encourage collaboration between the airport sponsor and the local government authority under these circumstances. FAA guidance should emphasize the importance of promptly disposing of these lands when no longer needed for noise mitigation purposes, preferably by sale to the local jurisdiction with zoning authority to assure compatible use. We are mindful of the recent change in the law addressing leases of these lands, which appears to be at odds with the longstanding public policy of reinvesting the proceeds from noise lands disposal back into the AIP program and other noise compatibility projects. FAA guidance should discourage leasing of noise lands in jurisdictions different from the airport sponsor unless the airport has the approval of the jurisdiction in which the land is located to assure zoning and other permissions compatible with the intended leased use of the land consistent

with its noise contour. Further, FAA guidance should encourage the airport sponsor to do a cost benefit analysis when considering leasing noise lands in lieu of disposal options and include controls to ensure accountability. It is vital, to assure compatible planning and development of adjacent lands that airports, ADOs, and airport -neighboring jurisdictions have notice of and understand compliance requirements and public policies associated with disposal of noise lands so as to best work in partnership with one another.

We request that draft fourth edition of the AIP Handbook and any associated program guidance be revised to address these concerns.

Thank you for taking the time to review our comments and for your continued leadership on aviation issues that impact our nation's communities. We look forward to the release of a final version fourth edition of the AIP Handbook that includes provisions which promote thoughtful collaboration between communities and their airport neighbors, includes clear provisions for prompt disposal of land no longer needed for airport purposes, and requires reinvestment of land disposal funds in noise compatibility and airport area development projects consistent with applicable law. Please do not hesitate to contact me if you have any questions or need additional information.

Sincerely,
Jack P. Longino
Mayor
City of College Park, Georgia

Proprietary Statement

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the City of College Park, GA by emailing it@collegeparkga.com and place Proprietary Statement Response in the subject line. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.



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Airports**

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
Jack P. Longino, Mayor	City of College Park, 3667 Main Street, College Park, Georgia 30337; 404-669-3755	5-55	1-2	(C)	<p>On behalf of the City of College Park I write to you today to make you aware of our serious concerns regarding wording in the draft fourth edition of the Airport Improvement Program (AIP) Handbook, issued for public comment by the Federal Aviation Administration in February 2013. As you may know, the City of College Park is located immediately adjacent to Hartsfield Jackson Atlanta International Airport (HJAIA). Our community leaders strive to be proactive partners with our airport neighbor, particularly on issues pertaining to aviation noise abatement and land use planning. Because we wish to remain engaged in federal policy issues that may impact our community, we want to make you aware of our concerns with the following section:</p> <p><i>“5-66. Disposal of Excess/Unneeded AIP Funded Land (and ADO/Sponsor Tracking).</i></p> <p><i>49 USC § 47107(c)(2) requires a sponsor to promptly dispose of AIP funded land when the land is no longer needed for airport purposes. In this specific case, airport purpose includes land is needed for an existing or future aeronautical</i></p>	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommen ded Change/Pro posed Rewrite
					<p><i>purpose (including runway protection zone) or that serves as noise buffer land.</i></p> <p><i>If the ADO determines that the land is no longer need for these purposes, the sponsor has the choice of either selling or keeping the land for non-airport purposes. In either case, the sponsor must use the federal share of the fair market value on projects in the order of precedence listed in Table 5-38 per 49 USC § 47107(c)(4). This is done outside of the grant process and requires a land release approval from the ADO (see the current version of FAA Order 5190, FAA Airport Compliance Manual). The ADO must also review and approve or disapprove the sponsor’s choice of how to apply the funding prior to the funds being used for sponsor’s requested purpose.”</i></p> <p>Historically, FAA guidance on AIP implementation and compliance was subsumed in the AIP Handbook and this order served as a comprehensive reference document not only for the FAA but also for the entire airport community, including affected local jurisdictions. We observe with some concern that this draft edition omits much of the detail included in previous editions. We note in particular Section 5-66 of the draft order states “APP-400 and ACO-100 maintain current guidance on the ADO and sponsor requirements for tracking and disposal of AIP acquired land.” This implies the detailed program guidance ultimately consolidated in previous</p>	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommen ded Change/Pro posed Rewrite
					<p>versions of the AIP Handbook may no longer be incorporated in a comprehensive order. We are concerned that this dispersal, without even cross reference within the order to specific program guidance letters, may lead to less certainty among all stakeholders as to statutory and policy AIP program requirements.</p> <p>We also are concerned that the airport community at large may not have the opportunity to comment on the presumably more detailed “guidance for tracking and disposal of AIP acquired land” yet to be issued and now outside the scope of the proposed AIP Handbook. We hereby specifically request that airport neighboring jurisdictions have the opportunity to comment on such guidance before it is finalized.</p> <p>We believe, in particular, the proposed handbook text does not sufficiently explain the requirements of the grant assurance on disposal of lands acquired with AIP grant funds for noise compatibility reasons. Acquisition and disposal of these lands by an airport, particularly when the zoning and tax authority of a neighboring jurisdiction govern the lands, have significant implications for city planning. Further, prompt disposal by the airport sponsor of these differently situated noise lands</p>	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommen ded Change/Pro posed Rewrite
					<p>may be complicated by the vagaries of local laws.</p> <p>FAA guidance should encourage collaboration between the airport sponsor and the local government authority under these circumstances. FAA guidance should emphasize the importance of promptly disposing of these lands when no longer needed for noise mitigation purposes, preferably by sale to the local jurisdiction with zoning authority to assure compatible use. We are mindful of the recent change in the law addressing leases of these lands, which appears to be at odds with the longstanding public policy of reinvesting the proceeds from noise lands disposal back into the AIP program and other noise compatibility projects. FAA guidance should discourage leasing of noise lands in jurisdictions different from the airport sponsor unless the airport has the approval of the jurisdiction in which the land is located to assure zoning and other permissions compatible with the intended leased use of the land consistent with its noise contour. Further, FAA guidance should encourage the airport sponsor to do a cost benefit analysis when considering leasing noise lands in lieu of disposal options and include controls to ensure accountability. It is vital, to assure compatible planning and development of adjacent lands that airports, ADOs, and airport -</p>	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommen ded Change/Pro posed Rewrite
					<p>neighboring jurisdictions have notice of and understand compliance requirements and public policies associated with disposal of noise lands so as to best work in partnership with one another.</p> <p>We request that draft fourth edition of the AIP Handbook and any associated program guidance be revised to address these concerns.</p> <p>Thank you for taking the time to review our comments and for your continued leadership on aviation issues that impact our nation's communities. We look forward to the release of a final version fourth edition of the AIP Handbook that includes provisions which promote thoughtful collaboration between communities and their airport neighbors, includes clear provisions for prompt disposal of land no longer needed for airport purposes, and requires reinvestment of land disposal funds in noise compatibility and airport area development projects consistent with applicable law. Please do not hesitate to contact me if you have any questions or need additional information.</p> <p>Sincerely, Jack P. Longino Mayor</p>	

AIP DRAFT HANDBOOK COMMENT FORM

[illegible]



City of Minneapolis Comment on AIP Handbook Revisions
Olson, Loren K.

to:

9-ARP-AIPHandbook

03/18/2013 05:49 PM

Cc:

"Quincy, John", "Colvin Roy, Sandra K.", "Dybvig, John E."

Hide Details

From: "Olson, Loren K." <Loren.Olson@minneapolismn.gov>

To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

Cc: "Quincy, John" <John.Quincy@minneapolismn.gov>, "Colvin Roy, Sandra K." <Sandra.ColvinRoy@minneapolismn.gov>, "Dybvig, John E."

<John.Dybvig@minneapolismn.gov>

1 Attachment



AIP Handbook Comments, Minneapolis 3-18-13.doc

Attached is comment on the AIP Handbook Revisions by Minneapolis City Council Members, Sandy Colvin Roy and John Quincy.

Thank you.

Loren K. Olson
12th Ward City Council Aide
Office of Council Member Sandy Colvin Roy
612-673-2378
loren.olson@ci.minneapolis.mn.us



**FAA
Airports**

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
Sandy Colvin Roy, Council Member, City of Minneapolis Ward 12 John Quincy, Council Member, City of Minneapolis, Ward 11	City of Minneapolis, (612) 673-2212	Table B-1 References and webli nks	Row 2	(C) Conceptual:	A PUBLIC GUIDANCE LETTER (PGL) WAS ISSUED BY THE FAA ON AUGUST 17, 2012 AND AMENDED IN NOVEMBER, 7 2012. THE PGL ESTABLISHES ADDITIONAL ELIGIBILITY CRITERIA FOR PART 150 SOUND INSULATION PROGRAMS THAT WOULD REQUIRE A PROPERTY TO HAVE AN INTERIOR DNL LEVEL OF 45 DECIBELS OR GREATER BEFORE BEING DEEMED “ELIGIBLE” TO PARTICIPATE. ADDITIONALLY, A PROVISION WAS ADDED THAT DOES NOT ALLOW FOR ANY PASSENGER FACILITY CHARGES (PFCs) TO BE USED FOR SOUND INSULATION MITIGATION	The City supports previous criteria for sound-insulation programs, including mitigation for all homes within the 65 DNL and the ability to use PFC’s for mitigation deemed appropriate by the airport.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					<p>UNLESS THE MITIGATED HOMES FALL WITHIN THE NEW STANDARDS OUTLINED IN THE PGL.</p> <p>IT IS OUR UNDERSTANDING ACCORDING TO <i>TABLE B-1 IN THE AIRPORT IMPROVEMENT PROGRAM (AIP) DRAFT HANDBOOK</i> THAT, “A PUBLIC GUIDANCE LETTER (PGL) IS A CHANGE TO THE HANDBOOK” AND THE CURRENT ISSUED VERSION [OF THE PGL] SHOULD BE CONSIDERED AS A PART OF THE HANDBOOK.</p> <p>THEREFORE, THE CITY OF MINNEAPOLIS WOULD LIKE TO SUBMIT COMMENT REGARDING OUR CONCERNS SURROUNDING THE CHANGES TO SOUND INSULATION PROGRAM CRITERIA OUTLINED IN THIS PGL.</p> <p>THE CITY IS CONCERNED THAT THIS CHANGE IN</p>	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					<p>CRITERIA FOR ELIGIBILITY FOR PART 150 SOUND-INSULATION PROGRAMS COULD UNFAIRLY ELIMINATE PREVIOUSLY-ELIGIBLE HOMES AS WELL AS CREATE A POTENTIAL FOR NON-UNIFORM, AND THEREFORE UNRELIABLE, TESTING OF INTERIOR NOISE LEVELS. ADDITIONALLY, THE ABILITY TO USE AIRPORT FUNDS (PFC’S) IS AN IMPORTANT TOOL FOR IMPLEMENTATION OF SOUND-INSULATION PROGRAMS AND INDIVIDUAL AIRPORTS SHOULD NOT BE FURTHER LIMITED IN THEIR DISCRETION OVER THE USE OF PFC’S AS THEY DEEM APPROPRIATE AND BENEFICIAL TO THEIR SURROUNDING COMMUNITIES. PART 150 SOUND-INSULATION PROGRAMS HAVE AN EXTREMELY POSITIVE</p>	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					HISTORY AND THE CITY BELIEVES THAT THESE CHANGES JEOPARDIZE THE SUCCESSFUL IMPLEMENTATION OF SOUND-INSULATION PROGRAMS. THE CITY SUPPORTS PREVIOUS CRITERIA FOR SOUND-INSULATION PROGRAMS, INCLUDING MITIGATION FOR ALL HOMES WITHIN THE 65 DNL AND THE ABILITY TO USE PFC’S FOR MITIGATION DEEMED APPROPRIATE BY THE AIRPORT.	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite



Comments on AIP handbook draft
Thomas Littleford

to:

9-ARP-AIPHandbook

02/05/2013 11:15 AM

Hide Details

From: "Thomas Littleford" <tlittleford@devoreaviation.com>

To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

History: This message has been forwarded.

4 Attachments



image007.png image008.png image009.png draftAIPHandbookDCommentForm.doc

Dear FAA,

Attached please find the required comments. If you should have any questions with regards to this comment please do not hesitate in contacting me. Thank you again for allowing us to comment on this draft.



Thomas R. Littleford

Vice President

1-505-345-8713 Phone

1-505-344-3835 Fax

1-505-238-3737 Cell



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**FAA
Airports**

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
The person making the Comment and the Recommended Change.				<p>(C) Conceptual: You disagree with the intent of what's said or implied or, you believe we omitted an important concept.</p> <p>(E) Editorial: You agree with the intent but believe our wording is unclear, ambiguous, or of the wrong tone.</p> <p>(F) Format: Comment on layout and organization and other format issues that are solely the responsibility of the authors. There is no need to identify deviations from the standard order format, typos or common spelling errors. They are being corrected as you review this Order.</p>	Explain your disagreement and give a rationale. Authors often fail to see the ambiguities that lead to readers finding unintended meaning. Having a reason behind a suggestion is not only useful for understanding the intent of the change, but also for helping us determine if your issue can be resolved in other ways.	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
Thomas Littleford	DeVore Aviation 1-505-345-8713	K-7	G	C	<p>Why is the (PAPI) the only eligible visual glide-slope system eligible for AIP funding? DeVore Aviation's PLASI system has been part of the AIP program since its conception and has been part of the approved airports equipment list and still is today.</p> <p>DeVore Aviation PLASI-2000 system Meet's all the requirements of Advisory Circulars. The PLASI-2000 system is part of the Made in America Program. The PLASI has been in use at GA airports, reliever, and secondary airports around the world for 20 years. The system has proven it's self as a precision piece of airport equipment, and is widely accepted by airports and pilots. Our system gives the airports who have limited space the means of making their airport a safer airport to land at. The PLASI-</p>	<p>(1) Only Vertical/Visual Guidance Systems or Equipment (L-880, L-881, L-883) listed in AC150/5345-53 Addendum is eligible for AIP funding</p> <p>(2) A Vertical/Visual Guidance system provides vertical guidance for visual approaches (weather with or without an instrument approach procedure)</p>

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					2000 gives the airports that have existing older PLASI systems the means to upgrade to the PLASI-2000 without having to re-wire, and it also allows them to upgrade from a voltage VASI systems to the PLASI-2000 without running new wire. In all, the PLASI-2000 system is just as capable as the PAPI system in all areas and it gives airports a very economical system to install and operate for years to come.	

AIP DRAFT HANDBOOK COMMENT FORM



New Airport Improvement Program Handbook
Carey Adams
to:
9-ARP-AIPHandbook
03/05/2013 11:49 AM
Hide Details
From: Carey Adams <CAdams@ci.fay.nc.us>
To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

History: This message has been replied to.

Hi,

I would like to order 6 New Airport Improvement Program handbooks for the Fayetteville Airport if possible. Is there a charge? If so how much? If not, you can send to the address listed below.

Thank you,

Have a Great Day! ☺



Carey Adams

Office Assistant I

City of Fayetteville

Fayetteville Regional Airport

400 Airport Road, Suite #1

Fayetteville, N.C. 28306

Phone: 910-433-1160

Fax: 910-433-1765

CAdams@ci.fay.nc.us

www.flyfay.com



Draft AIP Handbook Comment Form
Jim Foster
to:
9-ARP-AIPHandbook
03/18/2013 01:01 PM
Hide Details
From: Jim Foster <JFoster@flygpt.com>
To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

1 Attachment



13-03-15 Draft AIP Comments from GPT.doc

Please see the attached comments on the Draft AIP Handbook. Generally, the revised format appears to be an improvement. We do, however, have a few concerns as described in the attachment. Our two primary issues are: 1) the limitation on payments with 10% of the federal share remaining as this would place an undue hardship on most Airports; and, 2) the apparent elimination of the acquisition of land for future airport development.

Please feel free to contact me if you have any questions. Thanks for your work on this very important issue.

Jim Foster, A.A.E.
Assistant Executive Director
Gulfport-Biloxi International Airport
14035-L Airport Road
Gulfport, MS 39503
Ph (228) 863-5951 Ext 3028; Fax (228) 863-5953
Website <http://www.FlyGPT.com>

Have an aeronautical day!



**FAA
Airports**

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
The person making the Comment and the Recommended Change.				<p>(C) Conceptual: You disagree with the intent of what's said or implied or, you believe we omitted an important concept.</p> <p>(E) Editorial: You agree with the intent but believe our wording is unclear, ambiguous, or of the wrong tone.</p> <p>(F) Format: Comment on layout and organization and other format issues that are solely the responsibility of the authors. There is no need to identify deviations from the standard order format, typos or common spelling errors. They are being corrected as you review this Order.</p>	Explain your disagreement and give a rationale. Authors often fail to see the ambiguities that lead to readers finding unintended meaning. Having a reason behind a suggestion is not only useful for understanding the intent of the change, but also for helping us determine if your issue can be resolved in other ways.	
Jim Foster	Gulfport-Biloxi Int'l Airport (228) 863-5951	2-3	Table 2-2 a.	E	Land acquisition should be called out as airport development	This would clarify land acquisition as an eligible project
Jim Foster	Gulfport-Biloxi Int'l	2-18	2-9	E	The term "best equipped" needs to be defined	This is a subjective determination

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
	Airport (228) 863-5951					
Jim Foster	Gulfport-Biloxi Int'l Airport (228) 863-5951	3-5	Table 3-3 d.	E	Confusing sentence	Revise the sentence to read, “Replacement is building a complete new facility or obtaining a whole new piece of equipment to replace a piece of equipment that...”
Jim Foster	Gulfport-Biloxi Int'l Airport (228) 863-5951	3-6	Table 3-4 j.	E	What is “fixed public-use seating”? This is confusing.	Is this built in seating or just typical terminal seating? Please clarify
Jim Foster	Gulfport-Biloxi Int'l Airport (228) 863-5951	3-18	3-21 d.	C	Places the onus of compliance entirely on the sponsor	We would prefer a statement that created the appearance, at least, of a cooperative effort.
Jim Foster	Gulfport-Biloxi Int'l Airport (228) 863-5951	3-55	3-75	C	From a process standpoint it is easier to have the contractor purchase the equipment and turn it over rather than have two procurement actions.	Allow certain airport specific equipment purchases to be included in contracts. Also see Table C-1
Jim Foster	Gulfport-Biloxi Int'l Airport (228) 863-5951	4-2	Table 4-1	E	We believe the new format is generally an improvement, however, the chart in the old Handbook is more useful in this case.	Use the chart in the old Handbook
Jim Foster	Gulfport-Biloxi Int'l Airport (228) 863-5951	4-8	Table 4-3	E	We believe the new format is generally an improvement, however, the chart in the old Handbook is more useful in this case.	Use the chart in the old Hand book
Jim Foster	Gulfport-	5-7	Sec. 3	C	Funding cycle is broken	Can the funding cycle be fixed?

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
	Biloxi Int'l Airport (228) 863-5951					Right now an Airport must expend funds and design a project based on the subjective hope of funding arriving in the nick of time.
Jim Foster	Gulfport-Biloxi Int'l Airport (228) 863-5951	5-27	Table 5-17	C	Removes discretion from the ADO to make payments with 10% of the federal share remaining. This puts undue hardship on Airports to float these funds waiting on reimbursement. My small hub airport has a \$12.0MM project in FY14. Withholding payment would cause my airport to float \$1.2MM for however long. Our entire operating budget is \$8.5MM	Give the ADO discretion to approve payments with 10% of the federal share remaining. Also see Page 5-47, Table 5-33 for the same issue.
Jim Foster	Gulfport-Biloxi Int'l Airport (228) 863-5951	J-1	J-5	C	We believe this issue has been rectified and LED lights are now allowable	See Program Guidance Letter 12-02 dated March 5, 2012.
Jim Foster	Gulfport-Biloxi Int'l Airport (228) 863-5951	Q-4	Table Q-4	C	Land for future airport development appears to be omitted. This oversight will cause tremendous loss in value of landlocked airports, dramatically increase cost by delaying acquisition of available land and result in even more encroachment.	Use the language provided in the existing AIP Handbook to include the provision allowing the acquisition of land for future airport development.



AIP Draft Handbook Comments

Michael Payne

to:

9-ARP-AIPHandbook

03/17/2013 09:28 PM

Hide Details

From: Michael Payne <mpayne@jonespayne.com>

To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

History: This message has been forwarded.

1 Attachment



draftAIPHandbookDCCommentForm_mkp_031713.doc

Please find attached my comments. Thank you for the opportunity to review and ask for clarification on several important issues.

Michael Payne AIA
Managing Principal

The Jones Payne Group, Inc.

We Help Make Livable Communities

Architects | Planners | Information Managers

123 N. Washington St, Suite 201, Boston, MA 02114

office: (617) 790-3747 x2229 | **email:** mpayne@jonespayne.com

web: <http://www.jonespayne.com>



**FAA
Airports**

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
				<p>(C) Conceptual: You disagree with the intent of what's said or implied or, you believe we omitted an important concept.</p> <p>(E) Editorial: You agree with the intent but believe our wording is unclear, ambiguous, or of the wrong tone.</p> <p>(F) Format: Comment on layout and organization and other format issues that are solely the responsibility of the authors. There is no need to identify deviations from the standard order format, typos or common spelling errors.</p>	Explain your disagreement and give a rationale. Authors often fail to see the ambiguities that lead to readers finding unintended meaning. Having a reason behind a suggestion is not only useful for understanding the intent of the change, but also for helping us determine if your issue can be resolved in other ways.	
MICHAEL PAYNE	THE JONES PAYNE GROUP, INC. 617-790-3747 X2229	R-1	R-1	(E) Editorial	Not clear if Appendix R replaces PGL 12-09 or incorporates it.	Clarify if Appendix R replaces PGL 12-09 or incorporates it.
MICHAEL PAYNE	THE JONES PAYNE GROUP, INC. 617-790-3747 X2229	R-3	R-8	(C) Conceptual	The list of rooms defined as habitable does not include some types of rooms that local building codes consider habitable.	Clarify that all rooms that are considered habitable per local building codes are potentially eligible for sound insulation.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
MICHAEL PAYNE	THE JONES PAYNE GROUP, INC. 617-790-3747 x2229	R-5	TABLE R-3.3	(E) Editorial	Notes that percent participation limits equity considerations to “20 residences in a phase”	Need to define “phase”
MICHAEL PAYNE	THE JONES PAYNE GROUP, INC. 617-790-3747 x2229	R-6	TABLE R-4.A	(E) Editorial	Published guidance is cited as 1992 Guidelines. Not clear if everything in the 1992 guidelines is FAA guidance or just some parts of the Guidelines.	Clarify what elements of the 1992 Guidelines represent FAA guidance and what sections do not.
MICHAEL PAYNE	THE JONES PAYNE GROUP, INC. 617-790-3747 x2229	R-6	TABLE R-4.C.5	(C) Conceptual	“First step –Initial Testing” is described along with measuring interior noise levels. It is not clear from the description of the process what a sponsor should do if a particular category of residence does not have interior noise levels that make it eligible for sound insulation.	Clarify if homes that are not eligible for sound insulation based upon initial testing should proceed to the “second step” as described in Table R-4.d.
MICHAEL PAYNE	THE JONES PAYNE GROUP, INC. 617-790-3747 x2229	R-7	TABLE R-4.D	(C) Conceptual	The initial testing process omits mention of the step of actual installation of SI treatments as the basis of reviewing test results with the ADO	Revise the description of the test process to include installation of SI treatments between Initial Testing and Review of Initial Test results.
MICHAEL PAYNE	THE JONES PAYNE GROUP, INC. 617-790-3747 x2229	R-7	TABLE R-4.E	(E) Editorial	Text states that “occasionally a resident may request that their residence be tested specifically” - “occasionally” is ambiguous.	Confirm if there is a limit on the number of residents that may request that their residence be tested.
MICHAEL	THE JONES	R-14	TABLE	(E) Editorial	Text states that “APP-1	Clarify contest of “older” and why

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
PAYNE	PAYNE GROUP, INC. 617-790-3747 X2229		R-6.G.4		concurrence will generally be limited....for older or poorly maintained residences.” Appendix R makes no reference to sound insulation of older residences that are listed on or eligible for listing on the National Register of Historic Places. Is the reference to “older” in this section, referring to historic residences?	treatment may be limited. Also clarify if residences that are historic and subject to special treatments per a MOA or PA may be treated if the special treatments may not result in a 5 dB improvement.
MICHAEL PAYNE	THE JONES PAYNE GROUP, INC. 617-790-3747 X2229	R-14	TABLE R-15. G.11	(E) Editorial	“Additional guidance” is cited as 1992 Guidelines. Not clear if everything in the 1992 guidelines is FAA guidance or just some parts of the Guidelines.	Clarify what elements of the 1992 Guidelines represent FAA guidance and what sections do not.
MICHAEL PAYNE	THE JONES PAYNE GROUP, INC. 617-790-3747 X2229	R-16	TABLE R-15. H.4	(C) Conceptual	Text allows for “..installing central air ventilation ...if the structure does not already have a central air ventilation system.” Text does not allow for replace of existing central air ventilation system if it must be replaced to meet non-confirming air quality or volume conditions created by keeping doors and windows closed. Text also does not specifically mention allowing	Text must be modified to allow for replacement of existing central air ventilation systems where sufficient air changes and air quality standards cannot be met by existing systems if doors and windows are kept closed.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					air conditioning or replacement of existing HVAC systems that cannot be modified to allow for air ventilation.	
MICHAEL PAYNE	THE JONES PAYNE GROUP, INC. 617-790-3747 X2229	R-17	TABLE R-15. H.9	(C) Conceptual	Text states that “...only the costs of the noise insulation are allowable” and not costs related to conforming to local building codes.	Text needs to be more nuanced to allow for existing code-conforming conditions that have associated costs to install sound insulation treatments. For example, the size of an existing bedroom window or door landing may have met code when they were built, but may need to be altered in order to install a treatment that is necessary to achieve FAA NR goals.



Draft AIP Handbook
Semon, Michael H.

to:

9-ARP-AIPHandbook

03/13/2013 01:49 PM

Cc:

"Swanson, Ken", "O'Haver, Louis Garrett"

Hide Details

From: "Semon, Michael H." <MSEMON@dpw.lacounty.gov>

To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

Cc: "Swanson, Ken" <KSWANSON@dpw.lacounty.gov>, "O'Haver, Louis Garrett"

<GOHAVER@dpw.lacounty.gov>

AIP Handbook Authors,

In my opinion, the **reduced coverage** on the topic of federal Labor Compliance is a step backwards. Specifically, the new version only addresses the requirement to include both Davis-Bacon and CWHSSA (at \$2K while [FAA procurement site shows CWHSSA at \\$100K](#)) provisions in the contract. Arguably, somebody that is new to the AIP may believe that they have completely fulfilled their labor compliance obligations by simply including a few paragraphs in their contract documents.

In the previous version of the AIP Handbook, Chapters 12 made it clear that grantees had obligations with respect to presenting labor requirements at the Pre-Construction Meeting (supported by FAA [Advisory Circular 150/5300-9B](#)). Chapter 14 started with strong background information but fell short in terms of delineating the contractor's obligations related to onsite posting and the submission of Certified Payroll Reports and the grantees responsibility to verify same. Appendix 12 provided a DOT Labor Standards Interview form (*now obsolete*) which supported the premise of the grantee's "hands-on" role.

In March of last year, the FAA cancelled [Advisory Circular 150/1500-6D](#) with a short note that suggests AIP requirements can be found in 49 CFR 18.36. Although, this section of the Federal Regulations similarly address "required contract provisions", these regulations do NOT speak to

- verification of [contractor eligibility](#)
- [subcontract verification](#)
- [preconstruction conferences](#)
- onsite [posting requirements](#)
- receiving and spot-checking Certified Payroll Reports
- [employee interviews](#)
- enforcement
- [withholding obligations](#), or
- [record keeping](#) requirements found in 49 CFR 18.42.

Respectfully submitted,

Michael H. Semon
Operations Manager

Los Angeles County
Department of Public Works
Construction Division



More AIP Handbook comments...
Semon, Michael H. to: 9-ARP-AIPHandbook

03/18/2013 05:09 PM

Cc: "Swanson, Ken", "O'Haver, Louis Garrett"

AIP Handbook Authors,

In Table U-16 (page U-23), the **Contract Work Hours & Safety Standards Act** with references should be moved to from b. > \$2,000 to e. > \$100,000

- <http://www.dol.gov/compliance/laws/comp-cwhssa.htm>
- http://www.faa.gov/airports/aip/procurement/federal_contract_provisions/#construction

In Table U-16 (page U-23), the **Davis-Bacon Labor Provisions** is missing the DOT cross reference. Please add 49 CFR 18.36(i)(5)

- <http://www.gpo.gov/fdsys/pkg/CFR-2012-title49-vol1/pdf/CFR-2012-title49-vol1-sec18-36.pdf>

The **Davis-Bacon** references on page U-25 are out dated. They should read "40 USC 3141 to 3148"

- <http://www.dol.gov/whd/regs/statutes/dbra.htm>

Respectfully submitted,

Michael H. Semon
Operations Manager

Los Angeles County
Department of Public Works
Construction Division



RE: More AIP Handbook comments...

O'Haver, Louis Garrett

to:

Semon, Michael H., 9-ARP-AIPHandbook

03/19/2013 11:26 AM

Cc:

"Swanson, Ken"

Hide Details

From: "O'Haver, Louis Garrett" <GOHAVER@dpw.lacounty.gov>

To: "Semon, Michael H." <MSEMON@dpw.lacounty.gov>, 9-ARP-AIPHandbook/AWA/FAA@FAA,

Cc: "Swanson, Ken" <KSWANSON@dpw.lacounty.gov>

There are several more important links related to FAA labor compliance:

- [49 USC 47112](#)
- [14 CFR 151.49](#)
- [14 CFR 151.53](#)

Respectfully,

Garrett O'Haver

(626) 458-3195

Deputy Labor Compliance Officer

County of Los Angeles

Construction Division

900 S. Fremont Ave. 8th Floor

Alhambra, Ca 91803

>< >< >< >< >< >< ><

From: Semon, Michael H.

Sent: Monday, March 18, 2013 2:07 PM

To: 9-ARP-AIPHandbook@faa.gov

Cc: Swanson, Ken; O'Haver, Louis Garrett

Subject: More AIP Handbook comments...

AIP Handbook Authors,

In Table U-16 (page U-23), the **Contract Work Hours & Safety Standards Act** with references should be moved to from b. > \$2,000 to e. > \$100,000

- <http://www.dol.gov/compliance/laws/comp-cwhssa.htm>
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- <http://www.dol.gov/whd/regs/statutes/dbra.htm>

Respectfully submitted,

Michael H. Semon
Operations Manager

Los Angeles County
Department of Public Works
Construction Division



Draft AIP Handbook Comment Form from MOB

Jennifer Shearer

to:

9-ARP-AIPHandbook

03/14/2013 02:48 PM

Hide Details

From: Jennifer Shearer <Jennifer.Shearer@mobileairportauthority.com>

To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

1 Attachment



draftAIPHandbookDCommentForm.MOB.pdf

Please see the attached comment form regarding the draft AIP Handbook. Thank you for your consideration to the items listed in the form.

Sincerely,

Jennifer F. Shearer, C.M.
Assistant Airport Manager



P.O. Box 88004

8400 Airport Blvd.

Mobile, AL 36608-0004

O 251.639.4697

F 251.639.7437

E Jennifer.Shearer@mobileairportauthority.com



**FAA
Airports**

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
The person making the Comment and the Recommended Change.				<p>(C) Conceptual: You disagree with the intent of what's said or implied or, you believe we omitted an important concept.</p> <p>(E) Editorial: You agree with the intent but believe our wording is unclear, ambiguous, or of the wrong tone.</p> <p>(F) Format: Comment on layout and organization and other format issues that are solely the responsibility of the authors. There is no need to identify deviations from the standard order format, typos or common spelling errors. They are being corrected as you review this Order.</p>	Explain your disagreement and give a rationale. Authors often fail to see the ambiguities that lead to readers finding unintended meaning. Having a reason behind a suggestion is not only useful for understanding the intent of the change, but also for helping us determine if your issue can be resolved in other ways.	
Jennifer Shearer	Mobile Airport Authority 251-639-4697	L-13	Table L-2.p.(3)	C	The requirement for CCTVs to be located in the sterile area of the terminal to be eligible for funding limits an airport's ability to fully protect the airport as a whole. CCTVs	Remove language prohibiting the eligibility of CCTVs not located in the sterile area of the terminal building.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					located in and on the terminal building not in a sterile area are also used to protect the sterile area by monitoring all SIDA doors, Bag Belt doors, the security check-point entrance and exit, etc. CCTVs in the non-sterile area also monitor for unattended baggage in the terminal and vehicles on the front of the terminal. These cameras track the movement of suspicious persons throughout the terminal, not in sterile areas alone. To have a complete and effective Security System/Plan includes monitoring of the entire terminal building, inside and out.	
Jennifer Shearer	Mobile Airport Authority 251-639-4697	C-8	Table C-3(23)	C	The requirement for CCTVs to be located in the sterile area of the terminal to be eligible for funding limits an airport's ability to fully protect the airport as a whole. CCTVs located in and on the terminal building not in a sterile area are also used to protect the sterile area by monitoring all SIDA doors, Bag Belt doors,	Remove language prohibiting the eligibility of CCTVs not located in the sterile area of the terminal building.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					the security check-point entrance and exit, etc. CCTVs in the non-sterile area also monitor for unattended baggage in the terminal and vehicles on the front of the terminal. These cameras track the movement of suspicious persons throughout the terminal, not in sterile areas alone. To have a complete and effective Security System/Plan includes monitoring of the entire terminal building, inside and out.	
Jennifer Shearer	Mobile Airport Authority 251-639-4697	C-9	Table C-3(24) (a)	C	The requirement for CCTVs to be located in the sterile area of the terminal to be eligible for funding limits an airport's ability to fully protect the airport as a whole. CCTVs located in and on the terminal building not in a sterile area are also used to protect the sterile area by monitoring all SIDA doors, Bag Belt doors, the security check-point entrance and exit, etc. CCTVs in the non-sterile area also monitor for unattended baggage in the terminal and	Remove language prohibiting the eligibility of CCTVs not located in the sterile area of the terminal building.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					vehicles on the front of the terminal. These cameras track the movement of suspicious persons throughout the terminal, not in sterile areas alone. To have a complete and effective Security System/Plan includes monitoring of the entire terminal building, inside and out.	
Jennifer Shearer	Mobile Airport Authority 251-639-4697	3-6	Table 3-4(j) and Table C-2(12)	C	The restriction/allowance on replacing fixed furniture for passenger seating contradicts the other	Change wording in Table 3-4 to match Table C-2 allowing projects to replace fixed furniture for passenger seating or change Table C-2(j) to be eligible at nonhub primary airports and nonprimary airports.
Jennifer Shearer	Mobile Airport Authority 251-639-4697	3-6	Table 3-4(i)	C	Carpeting/flooring is a large capital project and substantial expense for a nonhub primary airport and nonprimary airport it should not be considered maintenance but should be either rehabilitation or replacement	Change wording to be eligible at nonhub primary airports and nonprimary airports.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite



National Organization to Insure a Sound-Controlled Environment (N.O.I.S.E.) Comments on AIP Handbook Revisions

Tranter, Emily J.

to:

9-ARP-AIPHandbook

03/18/2013 05:54 PM

Hide Details

From: "Tranter, Emily J." <ejtranter@locklaw.com>

To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

1 Attachment



NOISE PGL AIP Handbook Comments(3).doc

Please see the attached comments on the AIP Handbook revisions from the National Organization to Insure a Sound-Controlled Environment (N.O.I.S.E.)

Thank you.

Emily Tranter | Federal Relations

LOCKRIDGE GRINDAL NAUEN P.L.L.P.

415 Second Street NE | Suite 210 | Washington DC 20002

V: 202-544-9840 | C: 202-378-7147 | www.locklaw.com

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**FAA
Airports**

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
Dennis McGrann, Executive Director	National Organization to Insure a Sound-controlled Environment (N.O.I.S.E.) (202) 544-9896	Table B-1 References and webli nks	Row 2	(C) Conceptual:	A PUBLIC GUIDANCE LETTER (PGL) WAS ISSUED BY THE FAA ON AUGUST 17, 2012 AND AMENDED IN NOVEMBER, 7 2012. THE PGL ESTABLISHES ADDITIONAL ELIGIBILITY CRITERIA FOR PART 150 SOUND INSULATION PROGRAMS THAT WOULD REQUIRE A PROPERTY TO HAVE AN INTERIOR DNL LEVEL OF 45 DECIBELS OR GREATER BEFORE BEING DEEMED “ELIGIBLE” TO PARTICIPATE. ADDITIONALLY, A	N.O.I.S.E. supports previous criteria for sound-insulation programs, including mitigation for all homes within the 65 DNL and the ability to use PFC’s for mitigation deemed appropriate by the airport.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					<p>PROVISION WAS ADDED THAT DOES NOT ALLOW FOR ANY PASSENGER FACILITY CHARGES (PFCs) TO BE USED FOR SOUND INSULATION MITIGATION UNLESS THE MITIGATED HOMES FALL WITHIN THE NEW STANDARDS OUTLINED IN THE PGL.</p> <p>IT IS OUR UNDERSTANDING ACCORDING TO TABLE B-1 IN THE AIRPORT IMPROVEMENT PROGRAM (AIP) DRAFT HANDBOOK THAT, “A PUBLIC GUIDANCE LETTER (PGL) IS A CHANGE TO THE HANDBOOK” AND THE CURRENT ISSUED</p>	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					<p>VERSION [OF THE PGL] SHOULD BE CONSIDERED AS A PART OF THE HANDBOOK. THEREFORE, THE NATIONAL ORGANIZATION TO INSURE A SOUND-CONTROLLED ENVIRONMENT (N.O.I.S.E.) WOULD LIKE TO SUBMIT COMMENT REGARDING OUR CONCERNS SURROUNDING THE CHANGES TO SOUND INSULATION PROGRAM CRITERIA OUTLINED IN THIS PGL.</p> <p>THE N.O.I.S.E. ORGANIZATION, WHICH REPRESENTS AIRPORT-ADJACENT COMMUNITIES</p>	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					<p>FROM ACROSS THE UNITED STATES, IS CONCERNED THAT THIS CHANGE IN CRITERIA FOR ELIGIBILITY FOR PART 150 SOUND-INSULATION PROGRAMS COULD UNFAIRLY ELIMINATE PREVIOUSLY-ELIGIBLE HOMES AS WELL AS CREATE A POTENTIAL FOR NON-UNIFORM, AND THEREFORE UNRELIABLE, TESTING OF INTERIOR NOISE LEVELS. ADDITIONALLY, THE ABILITY TO USE AIRPORT FUNDS (PFC’S) IS AN IMPORTANT TOOL FOR IMPLEMENTATION OF SOUND-INSULATION PROGRAMS THAT INDIVIDUAL AIRPORTS</p>	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					<p>DEEM APPROPRIATE AND BENEFICIAL TO THEIR SURROUNDING COMMUNITIES. PART 150 SOUND-INSULATION PROGRAMS HAVE AN EXTREMELY POSITIVE HISTORY AND THE CITY BELIEVES THAT THESE CHANGES JEOPARDIZE THE SUCCESSFUL IMPLEMENTATION OF SOUND-INSULATION PROGRAMS. N.O.I.S.E. SUPPORTS PREVIOUS CRITERIA FOR SOUND-INSULATION PROGRAMS, INCLUDING MITIGATION FOR ALL HOMES WITHIN THE 65 DNL AND THE ABILITY TO USE PFC'S FOR MITIGATION DEEMED APPROPRIATE BY THE AIRPORT.</p>	

AIP DRAFT HANDBOOK COMMENT FORM

[illegible]



Draft AIP Handbook (FAA Order 5100.38D) Comment Submission

Carol Niewola

to:

9-ARP-AIPHandbook

03/18/2013 02:15 PM

Cc:

Tricia Lambert

Hide Details

From: Carol Niewola <Cniewola@dot.state.nh.us>

To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

Cc: Tricia Lambert <TLambert@dot.state.nh.us>

1 Attachment



draft AIP Handbook Comment Form.docx

Good afternoon,

Please find attached New Hampshire Department of Transportation's comments regarding FAA's draft Order 5100.38D, *AIP Handbook*. My contact information is below if you have any questions about our comments or need additional explanations about our comments. Thank you for the opportunity to review this important draft document.

Carol L. Niewola, PE, CM

Senior Aviation Planner

NHDOT/Bureau of Aeronautics

7 Hazen Drive

Concord, NH 03302-0483

p: 603-271-1675

f: 603-271-1689

c: 603-419-0683



**FAA
Airports**

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
The person making the Comment and the Recommended Change.				<p>(C) Conceptual: You disagree with the intent of what's said or implied or, you believe we omitted an important concept.</p> <p>(E) Editorial: You agree with the intent but believe our wording is unclear, ambiguous, or of the wrong tone.</p> <p>(F) Format: Comment on layout and organization and other format issues that are solely the responsibility of the authors. There is no need to identify deviations from the standard order format, typos or common spelling errors. They are being corrected as you review this Order.</p>	Explain your disagreement and give a rationale. Authors often fail to see the ambiguities that lead to readers finding unintended meaning. Having a reason behind a suggestion is not only useful for understanding the intent of the change, but also for helping us determine if your issue can be resolved in other ways.	
Carol Niewola	NHDOT 603-271-1675	1-5	1-17	C	The FAA issues policy and program guidance memos to ADOs but does not include the Block Grant states, who are responsible for implementing these rules/policies.	Suggest including the Block Grant states in the “internal policy memos” distribution.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
Carol Niewola	NHDOT 603-271-1675	2-8	2-4	C	Table 2-4 item f: What grant assurances are block grant states supposed to use in the state block grant application?	Suggest use of “Airport Sponsor” grant assurances.
Carol Niewola	NHDOT 603-271-1675	3-10	3-10	E	Title uses the term “Critical Aircraft” which is no longer used per FAA AC 150/5300-13A	Suggest the term “Design Aircraft”
Carol Niewola	NHDOT 603-271-1675	3-11	3-11	E	Table 3-8 does not list useful lives of buildings.	Suggest including “All airport buildings (includes terminal buildings, ARFF buildings, SRE buildings, and hangars) will have a useful life of 40 years.”
Carol Niewola	NHDOT 603-271-1675	3-14	3-16	C	There are no provisions for informal revisions of a minor nature (i.e., pen-and-ink ALP changes).	Suggest including paragraph 428.d(3)(c) from the existing FAA Order 5100.38C.
Carol Niewola	NHDOT 603-271-1675	3-15	3-17	E	Table 3-13 provides only a generality about the duration most states take for the Intergovernmental Review. A stronger stance should be made so that it does not hold up the grant/project process by agencies that don’t provide timely comments.	Suggest rewriting line (2) in this table: “Review Timeline: FAA allows 60 days for state and local agencies to complete their review. FAA cannot issue a grant offer to the sponsor before the end of this 60-day review period.”
Carol Niewola	NHDOT 603-271-1675	3-18	3-22	E	The explanation does not exclude runway safety areas (RSAs) from the modification to standards option.	Suggest adding a statement that RSAs cannot be waived or modified via a modification to standards.
Carol Niewola	NHDOT	3-44	3-61	C	Software costs are allowable	Suggest providing an exception to this

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
	603-271-1675	and C-1	and Table C-1 (line 4)		on a case-by-case basis but only if it can be attributed to an AIP project. The states in the Block Grant Program do not have access to SOAR and other FAA-available-only programs used to track subgrant payments, subgrant oversight and project progress, 5010-safety inspections, based aircraft and operational counts, and airport contact information. These states, especially those with several hundred airports in the Block Grant Program, need a system that can manage this data in accordance with each Block Grant Program Memorandum of Agreement. These Block Grant states either need full access to FAA's programs or need AIP-eligible programs that they can purchase and maintain.	paragraph that allows for Block Grant Program states to acquire necessary software and maintenance services for this software to adequately manage their Block Grant Program per their MOA. Only non-revenue-related software components would be allowable (e.g., aircraft registration software would not be eligible, but software to track subgrant payments would be eligible).
Carol Niewola	NHDOT 603-271-1675	4-2	4-3	F	Table 4-1 item a – passenger entitlements has a typo in the explanation of funds for each passenger enplanement greater than 1 million passengers	“\$0.50 [\$1.00] each passenger enplanement > 1 million passengers”
Carol Niewola	NHDOT	4-25	4-8	C	Table 4-8 is very confusing.	Suggest renaming the table to “New

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
	603-271-1675				The table contents appear to be the percentage of airports in a state (that has a lot of public land) that have increased federal shares. After debating this table with others in the office, it may be the FAA's intent to show the new FAA shares for airports in states that have a lot of public land.	Federal Share at Airports in States with Large Amounts of Public Land” or Suggest adding a lead-in sentence that explains how to read this table.
Carol Niewola	NHDOT 603-271-1675	5-1	5-1	C	This may not be the appropriate place to put this, but the draft Order does not explicitly states that where project responsibilities fall to the ADO, it also means that in a Block Grant state is the responsible party. The intent with explicitly stating this is to satisfy auditors of Block Grant programs that the state is responsible for all that the ADO is responsible for (with few exceptions). Perhaps a better location might be on page 6-12 paragraph 6-12.	Suggest including “It is required that Block Grant states will carry out project administration responsibilities, in accordance with their Block Grant Program MOA, wherever this Order lists ADO project administration responsibilities with the following exceptions...”
Carol Niewola	NHDOT 603-271-1675	5-4	5-4	E	There are several other major common grant process steps that should be included in	Suggest also including: <ul style="list-style-type: none"> • Section 106 coordination • Intergovernmental Review of

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					Table 5-4.	<p>Federal Programs (E.O. 12372)</p> <ul style="list-style-type: none"> • System for Award Management (SAM) registration confirmation • User coordination • Environmental permits obtained • Single Audit reports submitted
Carol Niewola	NHDOT 603-271-1675	5-13	5-22e	C	The special grant conditions should be kept in this section or an appendix to the draft Order. Alternatively, post these special grant conditions on the web. This would make the preparation of subgrant agreements by Block Grant states more streamlined than having to contact APP-520 and wait for a response.	Suggest including the special grant conditions in an appendix to the draft Order.
Carol Niewola	NHDOT 603-271-1675	5-13	5-22d	E	Table 5-9 does not include grant amendments as a type of grant agreement and should.	Suggest adding a new row to the table for “Grant Amendments”
Carol Niewola	NHDOT 603-271-1675	5-13	5-22g	C	It is unclear if all sponsor certifications must be submitted with each project or only those that are applicable to the proposed project are to be submitted (e.g., on a land acquisition project, is the	Suggest adding a sentence that states: “Only those sponsor certifications that are applicable to the proposed project are required to be submitted to the ADO (Block Grant state) with the grant application.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					equipment certification required to be submitted?).	
Carol Niewola	NHDOT 603-271-1675	5-13	5-22g(1)	C	The second sentence states in part that FAA made a decision to place greater reliance on the use/submission of sponsor certifications as a way to meet the oversight requirements imposed on the ADO (Block Grant state). How does this meet the “During-the-Award Monitoring” requirements listed in OMB Circular A-133? The auditors have claimed that reliance on sponsor certifications is insufficient and inhibits the ADO (Block Grant state) from gaining reasonable assurance that federal awards are administered in compliance with laws, regulations, and provisions of contracts or grant assurances. Language from FAA Order 5100.38C paragraph 1022 may be helpful.	Suggest rewording the second sentence to state: “Because of a decision made by the FAA in 1990 to place greater reliance for satisfying grant assurances on the sponsor though mandatory sponsor certifications (per 49 USC §47105(s)), ADOs (Block Grant states) must collect those sponsor certifications that are applicable to the proposed project. Use of sponsor certifications does not relieve ADO (Block Grant states) from their responsibility to maintain a broad overview of AIP projects and be reasonably assured that the sponsor is meeting all of its obligations under the grant. Acceptance of sponsor certifications does not inhibit or limit the ADO’s (Block Grant state’s) ability to request and review appropriate documentation to ensure the accuracy of a certification submission. These certifications should be questioned when information becomes available indicating the sponsor may be in noncompliance with requirements or lacks the knowledge and capability to

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
						complete an accurate certification. Under these circumstances, a more detailed oversight review by the ADO (Block Grant state) together with an increased emphasis on educational activities is appropriate and should be performed.”
Carol Niewola	NHDOT 603-271-1675	5-20	5-25	C	Will FAA be incorporating PGL 13-01 into this paragraph rather than by reference back to APP-520?	Suggest including language from PGL 13-01 into this section or an appendix.
Carol Niewola	NHDOT 603-271-1675	5-21	5-23	F	The first sentence notes that federal agencies must establish a grant program, but this should probably be a “grant oversight program.”	Suggest replacing “grant program” with “grant oversight program”
Carol Niewola	NHDOT 603-271-1675	5-22	5-32	C	This draft Order has increased the value of paving work in projects from \$250,000 to \$500,000 for determining when a construction management program is required to be furnished to the ADO (Block Grant state). Why was this increased?	Suggest retaining the \$250,000 limit when requiring construction management programs.
Carol Niewola	NHDOT 603-271-1675	5-26	5-42	E	Neither this draft Order nor the existing Order 5100.38C (nor the federal law) explicitly states that AIP is a reimbursement program (except for allowed instances	Suggest clarifying the type of program AIP is (i.e., AIP is a reimbursement program, except for allowed instances of advance payments).

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					of advance payments). Auditors have asked about this in the past and only inferences can be provided to them.	
Carol Niewola	NHDOT 603-271-1675	5-29	5-45	C	The section provides for no leeway in moving projects towards closeout. It only allows for up to 90% project reimbursement followed by the final payment at 100%. In some cases, the physical work is completed but the project is waiting until spring to take aerial photos of the project site in its completed state (grass is green, trees have leaves...). In this instance, the contractor will have to sit on his request for the last 10% (plus any retainage) of the project until the administrative effort (aerial photos) have been completed. Will FAA allow instances of projects that are physically completed but awaiting administrative completion to be reimbursed above 90% but less than 100%?	Suggest including a statement that the ADO (Block Grant state) can, in unique circumstances when the project is physically complete but awaiting completion of administrative efforts, allow grant reimbursements above 90% of project costs but less than 100%.
Carol Niewola	NHDOT 603-271-1675	5-44	5-56	C	Closeout reports for airport sponsors are pretty straight forward. Is there a standard	Suggest including in an appendix to this draft Order a form that provides the content of a standard Block Grant

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					format or standard content that must be in a Block Grant closeout report (i.e., the closeout report that a Block Grant state submits to the ADO when the Block Grant has been spent)?	closeout report.
Carol Niewola	NHDOT 603-271-1675	6-12	6-13	E	It would be helpful for Block Grant states during their audit processes if, in the last sentence of this paragraph, it included the relationship between the FAA and the state, and thus the responsibilities of the state under the Block Grant Program.	Suggest modifying the last sentence of the paragraph to state: "...the state, on behalf of the FAA, must ensure that all applicable statutory and regulatory requirements in this Handbook are met."
Carol Niewola	NHDOT 603-271-1675	6-14	6-16	C	Is there a difference between the initial Block Grant application and the subsequent applications once the state is in the program? Are there any recommendations of what to include in the subsequent grant applications (e.g., planned project funding needs, requested funding split of NPE, SA, and Disc)?	Suggest including in an appendix to this draft Order a sample Block Grant application information/content for other than the initial applications.
Carol Niewola	NHDOT 603-271-1675	6-17	6-23	E	In the last sentence of the first paragraph, the draft Order states that only the non-	Suggest rewording the last sentence in the first paragraph to state: "The state then issues individual subgrants to the

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					primary entitlements will be issued by the Block Grant states. Who will be issuing the state apportionment and discretionary to the non-primary airports?	non-primary airports in their state.”
Carol Niewola	NHDOT 603-271-1675	6-18	6-28	E	There appears to be a conflict between paragraph 6-28 and Table 4-6. Since paragraph 6-28 states that <u>all</u> funds issued to the subgrantees must be issued within 4 years of the end of the fiscal year the state block grant was issued (for a total of 5 years), this is in conflict with apportionment that must be issued within 3 years, non-primary entitlement that must be issued within 4 years, and discretionary that must be issued immediately.	Suggest reconciling that data in paragraph 6-28 and Table 4-6 to be a uniform 4 total years from the end of the fiscal year the funds issued to the Block Grant state.
Carol Niewola	NHDOT 603-271-1675	A-13	Table A-1	E	The definition of “Sponsor” is stated as entities who “submit” request for federal financial assistance under AIP but should it state a sponsor is one who receives federal financial assistance? Also, while a Block Grant	Suggest rewording the definition of “Sponsor” to entities who “receive” federal financial assistance under AIP. Suggest including a dual definition

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					state is a sponsor as they receive AIP grants from FAA, they are also responsible for issuing subgrants to eligible non-primary airports. Auditors of Block Grant states have difficulty understanding the dual role Block Grant states hold in the AIP.	for the Block Grant states of sponsor and regulator of AIP.
Carol Niewola	NHDOT 603-271-1675	A-13	Table A-1	C	<p>There's no definition of Block Grant states or the dual role they play in AIP as a recipient of grants from FAA and an issuer of subgrants to eligible non-primary airports. This would be a handy place to define the state's role or general responsibilities.</p> <p>There's no definition of State Apportionment funds in this appendix.</p>	<p>Suggest adding a definition for Block Grant state that includes the dual role these states play as sponsor and regulator under AIP.</p> <p>Suggest adding a definition of State Apportionment funds.</p>
Carol Niewola	NHDOT 603-271-1675	C-3	Table C-1	C	Is title insurance an allowed AIP expenditure in the draft Order?	Suggest adding that title insurance is an unallowed expenditure of AIP funds.
Carol Niewola	NHDOT 603-271-1675	C-13	Table C-6	C	The draft Order excludes "economic benefit studies" and "business plans" from AIP eligible planning projects. This is contrary to the FAA's stated goal of helping airport	<p>Suggest removing the exclusion of "economic benefit studies," "business plans," and "strategic business plans."</p> <p>Suggest returning to the language used in FAA Order 5100.38C</p>

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					better communicate with their associated communities and for these communities to better understand the value of their airport.	paragraph 405v in its entirety.
Carol Niewola	NHDOT 603-271-1675	D-2 and O-5	Table D1 and Table O-3	E	Table D-2 Line b.5 states that non-primary airports will not be considered for discretionary funding during these 3 years. Is it understood that State Apportionment funds are lumped in with discretionary funds for the purposes of this line item? IBID for Table O-3 Line f.(5)	Suggest providing a clarifying statement that the non-primary airports will not be considered for discretionary <i>and state apportionment</i> during this period. IBID
Carol Niewola	NHDOT 603-271-1675	H-1 and I-1	H-2f and I-3	C	If a taxilane profile changes (i.e., to improve drainage) such that the existing access to the hangar door from the taxilane can no longer be accommodated, then can the eligible project include sufficient work to match into existing ground in front of the hangar door?	Suggest allowing an exception for when taxilane profiles need to change to improve drainage or connect to a new taxiway/taxilane such that access to the hangar door by aircraft can continue safely.
Carol Niewola	NHDOT 603-271-1675	H-2	H-2	C	There is no discussion about the temporary use of taxiways as a runway such as when a single-runway airport is reconstructing their runway.	Suggest adding a new subparagraph that outlines the steps that need to be taken to considering the temporary use of a taxiway as a runway.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					<p>There are a number of resources that should be referenced before a decision is made by the airport, ADO and/or Block Grant state:</p> <ul style="list-style-type: none"> • FAA AC 150/5300-13A • FAR Part 91 §91.129(i) • FAA Engineering Brief 72A • FAR Part 77 • FAA Form 7480-1 • FAA AC 150/5370-2 • FAA Order 7110.19 	
Carol Niewola	NHDOT 603-271-1675	L-12	Table L-2	C	Perimeter fence installation at non-Part 139 airports should include provisions for making wildlife fencing eligible. The statement currently reads that this fence is only to keep out unauthorized access by people and vehicles.	Suggest adding to line n.(2): “The purpose of the fencing must be to discourage unauthorized access to the airfield by people, vehicles, and wildlife.”
Carol Niewola	NHDOT 603-271-1675	M-2	Table M-1	C	Lines c.(3) and (4) seem to contradict each other: the generator is to support airside infrastructure vs. terminal use/building evacuation purposes.	Suggest allowing fixed generators at airports not meeting FAA Orders 6030.20 and 6950.2 to be used for airside infrastructure and terminal building emergency power needs.
Carol Niewola	NHDOT 603-271-1675	P-4	Table P-3	C	There is no allowance for a gravel or paved access road for maintenance or emergency vehicles at non-primary	Suggest making construction, rehabilitation, improvements, and expansions of access roads at non-primary airports eligible for AIP

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					airports. The only access some of these general aviation airports have is via airfield infrastructure. Having emergency vehicles or airport maintenance vehicles operating in the same space as aircraft is looking for an accident to happen. An access road that follows the perimeter of the aircraft operations area would sufficiently separate these functions as appropriate.	funds.
Carol Niewola	NHDOT 603-271-1675	S-1	S-3	C	There are no provisions for Block Grant Program states. As the issuance of subgrant agreements to airports by the states is not a federal action, NEPA does not apply. However, these states must follow the FAA Environmental Desk Reference for Airport Actions.	Suggest adding a caveat to reference the FAA Environmental Desk Reference for Airport Actions for Block Grant Program states to follow.
Carol Niewola	NHDOT 603-271-1675	S-6	Table S-1	C	In line j of this table, only environmental mitigation associated with a record of decision (ROD) is eligible for mitigation paid for under AIP. Since RODs are only issued for EIS's, is it the intention to make environmental	Suggest including environmental mitigation resulting from EAs as eligible for AIP funding as well.

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
					mitigation resulting from EAs ineligible?	
Carol Niewola	NHDOT 603-271-1675	Z-1	Z-1	C	There are no assurances for Block Grant Program applications.	Suggest stating which grant assurances are required to be submitted with Block Grant Program applications.
Carol Niewola	NHDOT 603-271-1675	N/A	N/A	C	<p>In the Order, especially in the appendices, when it states that “examples include, but are not limited to...” does this mean that only these examples have been vetted and that other examples will need to be cleared through a certain FAA office OR that only these examples are included (i.e., permissible language)?</p> <p>In cases where the language “...but not limited to...” is used, could the Order include the FAA office that could provide the additional information/vetting?</p>	<p>Suggest defining in Chapter 1 or in Appendix A what is meant by “examples include, but are not limited to”</p> <p>Suggest including the FAA office where more information or vetting of an example can be obtained when the statement “...but not limited to...” is used.</p>
Carol Niewola	NHDOT 603-271-1675	N/A	N/A	C	Overall, the draft Order is well written and well organized. It is understandable that data that changes frequently should not be included in the Order but managed by the appropriate FAA office, however, that data	Suggest including additional appendices to the Order to streamline program implementation by ADOs and Block Grant states.

AIP DRAFT HANDBOOK COMMENT FORM

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					that does not change often (e.g., special grant conditions, Block Grant application content, Block Grant assurances, discretionary funding policies...) should be placed in the Order or as an appendix to the Order. This will eliminate the repetitive and bothersome task of requesting this data over and over again from the specified FAA office.	



FW: DRAFT AIP HANDBOOK COMMENT FORM matt
Sukley, Robin
to:
9-ARP-AIPHandbook
03/18/2013 04:39 PM
Hide Details
From: "Sukley, Robin" <RSUKLEY@pa.gov>
To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

1 Attachment



DRAFT AIP HANDBOOK COMMENT FORM matt.pdf

Please see attached comment form. [I may have sent prior but received a non deliverable.](#)

Thank you for providing this opportunity to the Penndot Bureau of Aviation for the Draft AIP Handbook .

Robin Sukley, PE | Chief, Airport Engineering & Planning
PA Department of Transportation
Bureau of Aviation | 6th Flr Keystone
400 North St. | harrisburg PA 17105
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AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
The person making the Comment and the Recommended Change.				<p>(C) Conceptual: You disagree with the intent of what's said or implied or, you believe we omitted an important concept.</p> <p>(E) Editorial: You agree with the intent but believe our wording is unclear, ambiguous, or of the wrong tone.</p> <p>(F) Format: Comment on layout and organization and other format issues that are solely the responsibility of the authors. There is no need to identify deviations from the standard order format, typos or common spelling errors. They are being corrected as you review this Order.</p>	Explain your disagreement and give a rationale. Authors often fail to see the ambiguities that lead to readers finding unintended meaning. Having a reason behind a suggestion is not only useful for understanding the intent of the change, but also for helping us determine if your issue can be resolved in other ways.	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
Matt Johnson	PennDOT BOA 717-320-0718	3-46	Table 3-41, item f.	E	f. indicates that paving projects of \$250,000 or more require a CMP. Page 5-22, para 5-32 indicates \$500,000 for CMP, which is correct?	
Matt Johnson	PennDOT BOA 717-320-0718	A-9	Table A-1	C	The NAVAID definition appears to apply to VISAIDS also, is that your intent?	Please consider that if the definition stands, a RWY light. RWY centerline lighting, and even RWY aiming points could/would be considered NAVAIDS, and yet they are not truly Navigational Aids.
Matt Johnson	PennDOT BOA 717-320-0718	K-6	Table K-3, item f.	E	Is it really the intent to require BCA's for REIL's for Non-Primary airports?	
Matt Johnson	PennDOT BOA 717-320-0718	K-7	Table K-3, item g.	E	Is the intent to require a BCA for a PAPI installation at a Non-Primary airport? Also. For a 4 box system to be justified, you need jet operations. Does "jet" in this section fall under the definition of "Turbojet" on page A-14 or does "jet" mean something else?	Please consider that a PAPI is a relatively inexpensive piece of equipment that can significantly improve the safety while landing, particularly at night. A PAPI can keep pilots above obstructions on approach and help prevent landing long which is particularly useful with a contaminated RWY, winter ops.
Matt Johnson	PennDOT BOA 717-320-0718	C-6	Table C-2, item 32	E	What about roads to an AWOS, are they eligible?	
Matt Johnson	PennDOT BOA 717-320-0718	A-14	Table A-1	E	Is it the intent to include turboprops with "jets"?	Would it be simpler to call them all Turbine Aircraft or Turbine Powered Aircraft, that might help instinctively

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
						include turboprop aircraft.



AIP Draft Handbook Comment Form from Phoenix Sky Harbor Int'l Airport

jelena.stevanovic

to:

9-ARP-AIPHandbook

03/18/2013 11:57 AM

Cc:

Melissa.Sabatine

[Hide Details](#)

From: jelena.stevanovic@phoenix.gov

To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

Cc: Melissa.Sabatine@aaae.org

1 Attachment



2013-03-18 Draft AIP Handbook D Comment Form - PHX.doc

Good morning,

Attached please find comments from PHX.

If you have any questions, please contact me.

Thank you,

Jelena Stevanovic
City of Phoenix - Aviation Department
Phoenix Sky Harbor International Airport
3420 E. Sky Harbor Boulevard
Phoenix, Arizona 85034
602-273-2135



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AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
The person making the Comment and the Recommended Change.				<p>(C) Conceptual: You disagree with the intent of what's said or implied or, you believe we omitted an important concept.</p> <p>(E) Editorial: You agree with the intent but believe our wording is unclear, ambiguous, or of the wrong tone.</p> <p>(F) Format: Comment on layout and organization and other format issues that are solely the responsibility of the authors. There is no need to identify deviations from the standard order format, typos or common spelling errors. They are being corrected as you review this Order.</p>	Explain your disagreement and give a rationale. Authors often fail to see the ambiguities that lead to readers finding unintended meaning. Having a reason behind a suggestion is not only useful for understanding the intent of the change, but also for helping us determine if your issue can be resolved in other ways.	

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
Jelena Stevanovic (JS)	Phoenix Sky Harbor Int'l Airport (PHX) 602-273-2135	U-14	Table U-9 (11)	E	Guidance on Design-Build and Construction Manager-at-Risk project delivery methods is not sufficient	Provide more detailed guidance on Design-Build and Construction Manager-at-Risk project delivery method: 1. Define “complex” and “large” (what may be complex and large for Sponsor may not be complex nor large for FAA). 2. What does “Sponsor must first determine that sealed bids cannot be used” exactly mean?
JS	PHX 602-273-2135	U-14	Table U-9 (16)(c)	E	Guidance on Design-Build and Construction Manager-at-Risk project delivery methods is not sufficient	Define “Documentation”
JS	PHX 602-273-2135	All		F	Sections and/or page numbering is confusing.	Suggest revising the formatting of sections and/or page numbering as it is confusing. For instance, Section 12 is labeled as Section 3.86 and is located on page 3-61. Suggest page numbering stay 1-999, and sections follow Section numbers.
JS	PHX 602-273-2135	All		F	Page, paragraph, and table numbering is confusing.	Recommend not using the same letter for page number, paragraph numbering and table numbering.
JS	PHX 602-273-2135	2-5	Table 2-2	F	The lettering in the table goes from "h to j", there is no "i".	Instead of being labeled "j" it should be labeled "i"
JS	PHX 602-273-2135	2-7	Table 2-4	F	The first paragraph in the table is confusing because it is blank	If this section is still part of a. from the previous page it should be brought over to this page for clarification purposes

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
JS	PHX 602-273-2135	2-8	Table 2-4	F	The lettering in the table jumps from "g to i", there is no "h"	Instead of being labeled "i it should be labeled "h"
JS	PHX 602-273-2135	2-8	Table 2-4	F	The lettering in the table jumps from "i to k", there is no "j"	Instead of being labeled "k" it should be labeled "j"
JS	PHX 602-273-2135	2-14	Table 2-9 (5)	F	2nd sentence- sponsors should be singular-	sponsor
JS	PHX 602-273-2135	2-17	Table 2-10	F	Confusing that letters in the table start at letter "f", then jump to "l"	stay consistent with lettering scheme
JS	PHX 602-273-2135	2-17	Table 2-10	F	In the section f-3 the word "severally" does not make sense.	I think they meant to put "separately"
JS	PHX 602-273-2135	2-17	Table 2-10	F	Section (m) Reference to the pilot program development rights should be referenced by page number for ease of locating	Should reference as 6-8 or the corresponding page number
JS	PHX 602-273-2135	3-24	Table 3-20 (e)	E	Mandatory review needed at close of grant or amendment. Isn't it too late at this point?	Clarify
JS	PHX 602-273-2135	3-26	Table 3-21 (a)	E	Is "scanning" the appropriate word?	Maybe replace it with reading.
JS	PHX 602-273-2135	3-31	Table 3-26 Section (c)	E	What does "note that is prohibited" mean?	Clarify
JS	PHX	3-37	3-51	E	The sentence states "Davis-	Remove "which are updated on a

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
	602-273-2135				Bacon wage rates, which are updated on a yearly basis.” Wage rates are generally updated more than once a year.	yearly basis.”
JS	PHX 602-273-2135	3-41	Table 3-36 Section a.5	E	The word 'arbitrary' seems vague	eliminate word
JS	PHX 602-273-2135	3-42	Table 3-36 Section f	E	newspaper advertisements limit to out-dated publications...what about trade-journals or electronic media?	Announcement/Advertisement
JS	PHX 602-273-2135	3-44	3.61 Last	E	Software fees are okay by a consultant but not by a sponsor? Seems odd.	make consistently eligible by both a sponsor or consultant, if for an AIP project
JS	PHX 602-273-2135	3-45	Table 3-39 b.	E	Why can't a project to improve a building's energy efficiency be eligible as a stand alone project?	With today's focus on energy efficiency, seems like it should be eligible.
JS	PHX 602-273-2135	3-48	Table 3-42 e.4	F	typo...missing word	...the new facility must have an equivalent type...
JS	PHX 602-273-2135	3-49	Table 3-43 e.	C	If an airport administrative office is in the way of an AIP eligible project, and it is eligible to demolish the office, why would it not be eligible to rebuild that office in a new location?	If a non eligible airport administrative office impedes the progress of an AIP eligible project, the demolition and rebuilding of that office is an eligible cost.
JS	PHX	3-53	Table	E	What about the required	Add language to related notices or at

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
	602-273-2135		3-45 e		notices to tenants?	least reference the FAA Advisory Circular about relocation.
JS	PHX 602-273-2135	3-55	Table 3-47 g	E	Negligence as determined by whom?	Add to end of sentence, "...as determined by ADO."
JS	PHX 602-273-2135	5-48	1	F	The paragraphs referenced for the amendment requirements/process do not look correct- 5-54 & 5-55	The correct reference pages should be 5-43 & 5-44
JS	PHX 602-273-2135	5-51	Table 5-35	E	The table lists some examples of documents that a sponsor must retain but does not provide a complete list.	Should list all documents that must be retained not just a partial list.
JS	PHX 602-273-2135	5-52	Table 5-36 a	E	Under section a. it seems like there is a missing word or something to clarify the intent after federal grant funding ... Same in the next section of same table under b.	Not sure of the intent- so have no suggestion
JS	PHX 602-273-2135	R-1	Table R-1 (2)	F	Missing a word in the title and section	A Facility Used Primarily "for" Medical or Educational Purposes
JS	PHX 602-273-2135	R-3	R-8, 3 rd Paragraph	E	What is a definition for "multifamily"?	Define "multifamily"
JS	PHX 602-273-2135	R-5	Table R-3 (3)	E	The additional numbers permitted to be included in Neighborhood Equity does not match the "few" listed under R-10.	Clarify
JS	PHX 602-273-2135	R-5	Table R-3 (7)	E	Not clear what 'successful completion' mean	Define "successful completion"
JS	PHX	R-8	Table	E	Where are Work Codes	Clarify

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
	602-273-2135		R-6		indicated/defined?	
JS	PHX 602-273-2135	R-12	Table R-6 f(4)	E	Appears to contradict the Required Outcome. States, "An easement 'may' be conveyed...an AIP grant may 'not' include a requirement that a property owner convey an easement...FAA encourages sponsors to work out such ...agreements..."	Clarify
JS	PHX 602-273-2135	R-14	Table R-6 g(6)	C	Attic insulation and ceiling treatments are not included	Attic insulation and ceiling treatments should be included as an allowable measure.
JS	PHX 602-273-2135	R-16	Table R-6 h(4)	C	Attic insulation and ceiling treatments are not included	Attic insulation and ceiling treatments should be included as an allowable measure.

Pullman-Moscow Regional Airport



3200 Airport Complex North • Pullman, WA 99163
(509) 338-3223 • Fax (509) 334-5217

March 26, 2013

Mr. Benito DeLeon, Director Office of Airport Planning and Programming (APP-501)
Federal Aviation Administration
800 Independence Avenue SW
Washington D.C., 20591

Re: Comments Regarding FAA Order 5100.38D, Airport Improvement Program Handbook

Dear Mr. DeLeon,

Thank you for the opportunity to review and provide comment on FAA Order 5100.38D, Airport Improvement Program Handbook.

The Pullman-Moscow Regional Airport (PUW) is unique in that it is owned and operated by an airport board that consists of members in both Washington and Idaho. PUW is truly a regional airport that is a significant resource to communities in both Washington and Idaho. The board is made up of the following entities:

- City of Pullman, Washington
- City of Moscow, Idaho
- Washington State University
- University of Idaho
- Latah County Idaho

The Airport is physically located in Washington, just 3 miles from the Idaho border. Because PUW is located in Washington, the federal share for AIP projects is 90 percent. In Idaho, non-hub primary commercial service airports are eligible for a 93.75 percent federal share. Because PUW has joint ownership interests from both Washington and Idaho we are requesting that non-hub commercial service airports located along state borders with a variance in federal share are eligible for the higher of the two federal shares. We also believe that Washington has greater than 5 percent of unappropriated and unreserved public lands and nontaxable Indian lands that would permit all Washington small hub or non-hub commercial service airports to be eligible for a 93.75 percent federal share.

Thank you for the opportunity to review and provide comments on the FAA Order 5100.38D, Airport Improvement Program Handbook. We thank you for consideration of our comments and undertaking this important effort.

Sincerely,


Glenn Johnson, Airport Board Chair
Attachment

Pullman-Moscow Regional Airport Board

Glenn Johnson, Chair Nancy Chaney, Vice-Chair
Jeff Hawbaker • Ron Wachter • Mel Taylor • Robert Jahns • Jon Kimberling • Ron Smith



**FAA
Airports**

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone #	Page #	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment / Rationale	Recommended Change / Proposed Rewrite
Glenn Johnson, Airport Board Chair	PUW Airport Board (509) 338-3316	Page 4-25	Table 4-8	C/E	<p>PUW is located in WA 3 miles from the State of Idaho. The Airport is owned and operated by an airport board with members from both states. The federal share for WA nonhub commercial service airports is 90% while in ID it is 93.75%. As currently written, PUW airport owners from ID have to pay a 10% local share while other ID airports pay 6.75%. PUW is the only border airport in the states listed in table 4-8 that has joint ownership interest in two states with a variance in federal share.</p>	<p>Modification to the AIP Handbook is a means to change the interpretation of 49 USC § 47109 and would not require change in statute.</p> <p>PUW requests that an exception be included in the AIP Handbook that reads: <i>"Non-hub primary commercial service airports, located in rural communities within 5 miles from a state border, with ownership interests in more than one state, are eligible to receive the highest federal share between states."</i></p>
Glenn Johnson, Airport Board Chair	PUW Airport Board (509) 338-3316	Page 4-25	Table 4-8	C/E	<p>WA airports with a normal federal share of 90% (small hub or nonhub commercial service airports) should be 93.75%. WA has greater than 5% of unappropriated and unreserved public lands and nontaxable Indian lands. (49 USC § 47109.)</p>	<p>Small hub and nonhub commercial service airports federal share should be 93.75% and reflected in Table 4-8.</p>



Comments to FAA 1500.38D

Frazee Dan

to:

9-ARP-AIPHandbook

03/18/2013 05:30 PM

Cc:

Knack Sjohnna, Criswell Mark

Hide Details

From: Frazee Dan <dfrazee@san.org>

To: 9-ARP-AIPHandbook/AWA/FAA@FAA,

Cc: Knack Sjohnna <sknack@san.org>, Criswell Mark <mcriswel@san.org>

1 Attachment



SAN Comments to Draft 1500.38d.doc

See the attached document with comments from the San Diego County Regional Airport Authority (SDCRAA), owner and operator of San Diego International Airport, San Diego, CA. Thank you for the opportunity to review and ask for clarification on several important issues.

Dan Frazee, CM
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Airport Noise Mitigation
SDCRAA
San Diego International Airport
San Diego, CA 92101
(619) 400-2781
dfrazee@san.org



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Airports**

AIP DRAFT HANDBOOK COMMENT FORM

Reviewer	Reviewer Org & Phone#	Page#	Para#	Conceptual – (C) Editorial – (E) or Format – (F)	Comment/Rationale	Recommended Change/Proposed Rewrite
The person making the Comment and the Recommended Change.				<p>(C) Conceptual: You disagree with the intent of what's said or implied or, you believe we omitted an important concept.</p> <p>(E) Editorial: You agree with the intent but believe our wording is unclear, ambiguous, or of the wrong tone.</p> <p>(F) Format: Comment on layout and organization and other format issues that are solely the responsibility of the authors. There is no need to identify deviations from the standard order format, typos or common spelling errors. They are being corrected as you review this Order.</p>	Explain your disagreement and give a rationale. Authors often fail to see the ambiguities that lead to readers finding unintended meaning. Having a reason behind a suggestion is not only useful for understanding the intent of the change, but also for helping us determine if your issue can be resolved in other ways.	
Sjohnna Knack	Program Manager, Quieter Home Program, KSAN	NA	NA	E	Explain what happens to PGL 12-09 once the AIP Handbook has been finalized?	Incorporate all elements of PGL 12-09 into AIP Handbook or clarify relationship.

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Sjohnna Knack Program Manager, Quieter Home Program	KSAN 619.400.2660	C-10	Item 3 Table C-5	C	Guideline indicates only sound insulation treatment is eligible. Some treatments require repair of code violation in order to provide treatment, i.e., lowering of window sills to meet current egress requirements.	Where operation of window cannot be made to allow for egress requirements, allow enlargement of openings as an eligible treatment.
Sjohnna Knack Program Manager, Quieter Home Program	KSAN 619.400.2660	R-4	Table R-2	E	If block rounding was shown and approved in an FAR Part 150 NCP measure, will further ADO approval be required?	If block rounding is listed in an approved FAR 150 Measure, further ADO approval should not be required.
Sjohnna Knack Program Manager, Quieter Home Program	KSAN 619.400.2660	R-6	1	C	The 1992 Guidelines are outdated and provide guidance that conflict with other FAA adopted standards. Will the FAA incorporate the newly revised Guidelines completed by ACRP?	Incorporate ACRP guidelines into AIP Handbook.
Sjohnna Knack Program Manager, Quieter Home Program	KSAN 619.400.2660	R-14	Item 6 in Table R-6	C	The list of approved measures does not include all standard acoustical treatments.	Incorporate the following additional measures which are necessary in acoustically treating properties: Baffling of mail box openings, pet doors, attic bents, and kitchen vents.
Mark Criswell Manager, Airport Finance	KSAN 619.400.2841	Appendix C		E	The Appendix describes various project types and costs that are ineligible or unallowable. Items not	Clarify ineligible/unallowable cost further

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					mentioned that require clarification include: premium costs found in change orders such as labor or equipment overtime, acceleration costs, and premium shipping fees.	
Mark Criswell Manager, Airport Finance	KSAN 619.400.2841	Appendix C	Table C5 (16)	E	Sentence “A 14 CFR Part 150-approved NCP measure for operational or administrative costs of a sponsor’s ongoing noise mitigation program.”	Clarify intentions – Are operational or administrative costs of an NCP measure approved under the Part 150 NCP disallowed?
Mark Criswell Manager, Airport Finance	KSAN 619.400.2841	Appendix C	3-14	C	Sentence “The FAA also reserves the option to require a BCA for any AIP funded project, regardless of project type, funding type, or funding amount.”	Clarify - Given that many aspects of the AIP Handbook are applicable to PFC funded projects, does this imply that a BCA is required in some cases for PFC-only funded projects?
Dan Frazee Director, Airport Noise Mitigation	KSAN 619.400.2781	R-6	Table R-4	C	Sentence “...characterizing the housing types and locations...”	If local housing stock doesn’t meet conventional standards (brick or wood) such that you can characterize it, clarify how to proceed.
Dan Frazee Director, Airport Noise Mitigation	KSAN 619.400.2781	R-6	Table R-4	C	Sentence “... testing a representative sample...”	Same issue as above – clarify how to proceed – test each house?
Dan Frazee Director, Airport Noise Mitigation	KSAN 619.400.2781	R-6	Table R-4		Sentence “...different packages...”	Same issue as above two – clarify how to proceed – Is each different type of house considered a package?

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Comment on Draft of AIP Handbook
Donna Speidel to: 9-ARP-AIPHandbook

03/15/2013 02:05 PM

2 attachments



draftAIPHandbookDCommentForm.doc donna.vcf

Please see attached comment form.

Thank you for your consideration.

Donna Speidel

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**FAA
Airports**

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Donna Speidel	Sightline, LC Airport Marking Consultants 540-825- 9660 ext 302	263	Appendix C, Table C-1 (9) Examples of General Prohibited Projects/Costs for all Project types.	<p>Conceptual</p> <p>Markings are a safety concern, not just a maintenance item.</p> <p>Airports with in-house staff to maintain airfield markings should acquire equipment suitable for the task.</p> <p>Marking <u>equipment</u> should be AIP eligible.</p>	<p>The emphasis of AIP funding is to improve airport infrastructure and promote safety.</p> <p>In 2002, the FAA initiated a Call to Action to reduce runway incursions as a main objective of the agency. Airfield pavement markings, acknowledged as at least partially causal to incursions, were addressed in the Call to Action. They became part of a plan to improve <u>safety</u> and reduce runway incursions.</p> <p>Today, markings are still recognized by the FAA as a safety feature. For example, FAA Airport Certification Safety Inspectors commonly</p>	<p>Airfield markings are a safety matter and should be eligible for AIP funding just as signs and lights are, as part of the navigational systems covered under 14 CFR, Section 139.311. AIP funding should be expanded to include equipment needed for the proper maintenance of airport markings.</p> <ol style="list-style-type: none"> 1. Trucks capable of applying markings in a three-foot wide pattern <u>uniformly</u>, as well as equipment capable of applying two colors simultaneously per the <u>Airfield Marking Handbook</u>. 2. Hand machines supplied with automatic glass bead dispensing systems. 3. Waterblasting equipment that will allow airports to: <ul style="list-style-type: none"> ➔ Prepare the surface before applying more paint. ➔ Remove potential FOD due to years of repeated painting.

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					<p>cite markings as a deficiency, if not a discrepancy, during Part 139 safety inspections.</p> <p>AIP funding extends to airfield markings when part of new construction or reconstruction, but rarely independent of those events. Yet, airfield markings are, and will be, a vital part of an airport's navigational control system, and therefore, safety.</p> <p>Airports seldom invest in the proper equipment to maintain a safe and effective marking system primarily due to lack of funds. The FAA must recognize the value of providing funding for <u>airport painting and removal equipment</u>, particularly for the Airport Operations Area.</p>	<p>➔ Remove obsolete markings before applying new ones.</p> <p>➔ Remove rubber deposits that reduce frictional coefficients in touchdown zones, thus preventing runway excursions.</p>

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[illegible]

AIP Handbook
Comment

Nikki R. Haley
Governor

SOUTH CAROLINA
Aeronautics Commission

Paul G. Werts
Executive Director

March 11, 2013

**AERONAUTICS
COMMISSION**

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Federal Aviation Administration, Office of Airports
Airport Planning and Programming
Routing Symbol APP-501
800 Independence Avenue, SW, Room 619
Washington, DC 20591

Dear Sir/Madam:

The South Carolina Aeronautics Commission (SCAC) has partnered with NPIAS airport sponsors in developing and enhancing a safe, reliable air transportation system network. Since the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), the SCAC has assisted in managing selective Airport Improvement Program entitlement funds for airports. This endeavor has been extremely (a) effective, (b) efficient, and (c) productive; assisting airport sponsors in the use of their entitlement funds:

(a) Effectiveness is measured when an airport sponsor is not engaged in the AIP process, or otherwise preoccupied with local issues; and therefore, the State had to intervene in managing entitlement funds.

(b) Efficiency is measured by the use of statewide small procurement contracts for capital improvement projects. By allowing airport sponsors to transfer entitlement funds to the state, projects can be expedited and provide a cost savings.

(c) Productivity is measured by utilizing a previously procured, open-competitive bid process and centralizing the execution of selective work elements. FAA Order 5100.38D, as currently drafted in Section 4-9 (Transfer of Entitlement Funds between Airports) on pages 4-25 states "The Act does not allow an ADO to transfer entitlements to a state." This policy change will eliminate the effectiveness, efficiency, and productivity of entitlement funds as described and foremost, the change eliminates a common and highly beneficial goal and practice between State Aviation Organizations and the Airport District Office in managing entitlement funds as prescribed throughout Order 5100.38D. We respectfully request the sentence, "The Act does not allow an ADO to transfer entitlements to a state" be removed from Draft Order 5100.38D.

Regards,

Paul G. Werts
Executive Director

PGW/rmr



Draft Handbook 5100.38D comments

Michael Moore

to:

9-ARP-AIPHandbook, Frank SanMartin

03/18/2013 07:28 PM

Cc:

Steve Vecchi, Joe Carroll

Hide Details

From: Michael Moore <mmoore@thcinc.net>

To: 9-ARP-AIPHandbook/AWA/FAA@FAA, Frank SanMartin/AWA/FAA@FAA,

Cc: Steve Vecchi <svecchi@thcinc.net>, Joe Carroll <jcarroll@thcinc.net>

2 Attachments



draftAIPHandbookDCommentForm-THC.doc

Dear Mr. San Martin,

Please accept our comments regarding the AIP Draft Handbook 5100.38D.

Thank you,

Michael Moore

Director of Business Development



THC, Inc.

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Steve Vecchi, Director of Sound Insulation Services	THC, Inc. 678.735.5191			(C)	The PGL dated August 17, 2012 referenced in Attachment 2 that Noise Insulation Programs currently underway will be granted a transition period to complete all construction (under the current eligibility assumptions) from now until September 30, 2015. All construction that occurs after September 30, 2015 will be required to utilize the new “2-Stage” eligibility criteria. Why isn’t there any mention of this in the 5100.38D draft?	Please clarify if the Handbook will supersede Program Guidance Letter 12-09 when the Handbook revision (38D) is published. Also comment if the referenced transition period will remain in effect until it expires on September 30, 2015 if the Handbook revision is approved prior to that date.
Steve Vecchi, Director of Sound Insulation Services	THC, Inc. 678.735.5191	Appendix R, R-3	R-8, Interior Noise Level Requirements	(C)	Due to the lack of a laboratory control (as in STC laboratory testing process), field noise testing has an error of between 2-3 decibels due to uncontrolled exterior factors and differences in home interiors. The new “2-Stage” eligibility criteria proposes to use an imprecise field noise testing methodology (which has an error of 2-3 decibels) to determine a “hard-line” disqualification process. Due to this natural error, test results (of 44 decibels or less) will be vigorously challenged.	The FAA should allow some (+/-) error to the Interior DNL calculation process.

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Steve Vecchi, Director of Sound Insulation Services	THC, Inc. 678.735.5191	Appendix R, R-3	R-8, Interior Noise Level Requirements	(C)	The new “2-stage” eligibility rule for noise insulation programs will result in many new challenges to airport and community Sponsors including “checkerboard” mitigation in neighborhood blocks, neighborhood inequity and negative public relations.	
Steve Vecchi, Director of Sound Insulation Services	THC, Inc. 678.735.5191	Appendix R, R-3	R-8, Interior Noise Level Requirements	(C)	The new “2-stage” eligibility rule for noise insulation programs will create a new “double-standard” between the noise insulation and acquisition/relocation programs. If a home that has an Interior DNL level of 44 decibels or less and is deemed “compatible” and ineligible for noise insulation treatments, why is it eligible for acquisition/relocation? Both programs deal with property within the noise impacted, non-compatible DNL65 noise contour.	Clarify if properties to be acquired must also meet the “two-stage” eligibility criteria.
Steve Vecchi, Director of Sound Insulation Services	THC, Inc. 678.735.5191	Appendix R, R-3	R-8, Interior Noise Level Requirements	(C)	If a home that has an Interior DNL level of 44 decibels or less and is deemed “compatible” and ineligible for noise insulation treatments, isn’t it also “compatible” with California’s Title 24 energy requirements? This is going to cause massive confusion in California noise insulation programs.	
Steve Vecchi, Director of Sound Insulation Services	THC, Inc. 678.735.5191	Appendix R, R-3	R-8, Interior Noise Level Requirements	(C)	The vast majority of current Part 150 Programs approved by the FAA were written to assume that all homes within the approved DNL65 NEM are eligible for both noise insulation and acquisition relocation mitigation	Delete the “2-stage” eligibility criteria for airport noise insulation programs implemented under a Part 150 study that did not specifically identify this criteria.

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					programs. The vast majority of airports did not disclose nor represent a “2-Stage” eligibility criteria for noise insulation in their Part 150 document and in their public hearings....yet the FAA approved them. Therefore, upon approval of the 5100.38D and the new “2-Stage” eligibility requirements, there is a potential that communities will challenge this requirement because it is not a part of their currently-approved Part 150 document and past public process.	
Steve Vecchi, Director of Sound Insulation Services	THC, Inc. 678.735.5191	Appendix R, R-4-5	Table R-3	(C)	The proposed “equity” package (weather-stripping, caulking, storm doors) will not achieve a noticeable reduction level. It may not even provide a One (1) decibel reduction level, which would be unnoticeable among property owners and would represent a waste of federal fund expenditure.	Add acoustic windows as part of the equity package to generate a greater noise reduction level, or delete the equity package because it would be a waste of money without replacing the windows.
Steve Vecchi, Director of Sound Insulation Services	THC, Inc. 678.735.5191	Appendix R, R-5	Table R-3	(C)	The proposed “equity” package distribution plan (10% or 20 properties in a phase, whatever is less) is unrealistic, illogical and impractical. What does an airport do with homes in excess of this unrealistically low allowable level? Based on our extensive noise insulation program management experience, it will surely add an additional level of negative public relations on top of the “two stage” Interior 45 rule.	Expand the equity package to include all properties that meet the “two-stage” eligibility criteria if windows are added to the equity package. Otherwise, the equity package has no acoustic benefit for the cost.

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Steve Vecchi, Director of Sound Insulation Services	THC, Inc. 678.735.5191	Appendix R, R-7	Table R-4	(C)	Special Circumstance-Resident Requests Specific Testing—as described in Table R-4, eligible residents may request their home to be tested to determine eligibility. There is no limit as to the number of residents that may request to be tested, yet in Table R-4, page R-6, c. First Step-Initial Testing, (3), (6) and (7), the guidelines indicate only a specific percentage of residences will be allowed to be tested. As sound insulation programs are public relations programs, it would seem there should not be a limit placed on residences to be tested. Furthermore, individual residents may be inclined to legally dispute the test results of the representative sample of their “type” of housing, thus forcing the airport to spend more funds to defend its program	Remove the limits to the number of residences that can be tested to determine the second tier of eligibility of interior noise levels in excess of 44 decibels.